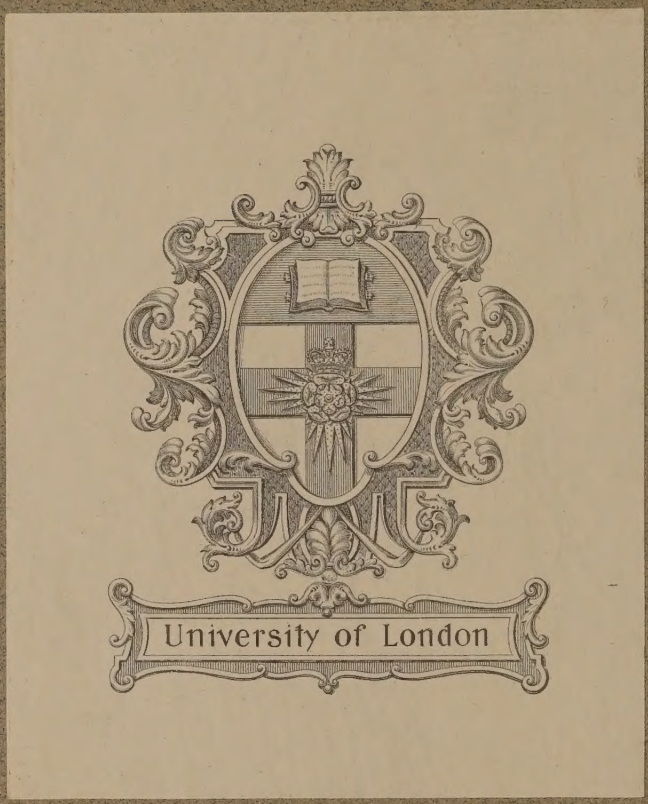
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ACCOUNTS AND PAPERS:

THIRTY-SIX VOLUMES.

—*(24.)*—

SHIPPING; HARBOURS; LIGHTHOUSES; PILOTAGE.

Session

4 *February* —— 29 *July* 1864.

VOL. LV.

1864.

ACCOUNTS AND PAPERS:

1864.

THIRTY-SIX VOLUMES:—CONTENTS OF THE

TWENTY-FOURTH VOLUME.

N. B.—*THE* Figures *at the* beginning of the line, *correspond with the* N° *at the foot of each* Paper; *and the* Figures *at the* end of the line, *refer to the* MS. Paging *of the Volumes arranged for The House of Commons.*

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SHIPPING.

RETURN to an Order of the Honourable The House of Commons, dated 26 February 1864;—*for*,

RETURN "of the NUMBER and TONNAGE of SAILING VESSELS Registered at each of the Ports of *Great Britain* and *Ireland*, including the *Isle of Man* and the *Channel Islands*, distinguishing those under and those above Fifty Tons Register, on the 31st day of December 1863:"

"Similar RETURN of STEAM VESSELS and their TONNAGE:"

"RETURN of the NUMBER and TONNAGE of VESSELS that entered and cleared Coastwise, at each of the Ports of *Great Britain* and *Ireland*, *Isle of Man*, and *Channel Islands* (including their repeated Voyages), distinguishing British from Foreign Vessels, and Steam from Sailing Vessels, between the 31st day of December 1862 and the 31st day of December 1863:"

"Like RETURN from and to the COLONIES, further distinguishing British from Foreign Vessels; also, from and to FOREIGN PORTS, also distinguishing British from Foreign Vessels:"

"Aggregate RETURN of the NUMBER and TONNAGE of VESSELS entered and cleared at each of the Ports of *Great Britain* and *Ireland*, *Isle of Man*, and *Channel Islands* (including their repeated Voyages), in the Coasting, Colonial, and Foreign Trades, in the Year 1863; distinguishing British from Foreign Vessels:"

"RETURN of the NUMBER and TONNAGE of SAILING VESSELS Registered at each of the Ports of the Colonies of the United Kingdom respectively, distinguishing those under and those above Fifty Tons Register, on the 31st day of December 1863:"

"Similar RETURN of STEAM VESSELS and their TONNAGE:"

"RETURNS of the NUMBER and TONNAGE of NEW VESSELS Built in the United Kingdom, and at each of the British Possessions respectively (distinguishing Timber from Iron and Steam from Sailing Vessels), and Registered as British Ships in the Year 1863:"

"Of the NUMBER of VESSELS, with their TONNAGE (distinguishing Timber from Iron and Steam from Sailing Vessels), that were Registered in the United Kingdom as NEW SHIPS; similar RETURN of VESSELS Sold and Transferred; similar RETURN of VESSELS Wrecked; and, similar RETURN of VESSELS Broken up, in the Year 1863:"

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"Similar RETURN of the NUMBER of FOREIGN-BUILT VESSELS and their TONNAGE:"

"And, RETURN of the SHIPPING employed in the Trade of the United Kingdom, exhibiting the NUMBER and TONNAGE of VESSELS that entered Inwards and cleared Outwards (including their repeated Voyages); separating British from Foreign Vessels, also Steam from Sailing Vessels, and distinguishing the Trade with each Country, in the Year 1863 (in continuation of Parliamentary Paper, No. 290, of Session 1863)."

Board of Trade,
27 May 1864.

JAMES BOOTH.

(*Mr. Ingham.*)

Ordered, by The House of Commons, *to be Printed*,
30 *May* 1864.

RETURN of the NUMBER and TONNAGE of SAILING VESSELS Registered at each of the Ports of *Great Britain* and *Ireland*, including the *Isle of Man* and *Channel Islands*, distinguishing those under and those above Fifty Tons Register, on the 31st day of December 1863:—Also, a Similar RETURN of STEAM VESSELS and their TONNAGE.

	Sailing Vessels				Steam Vessels			
	Of and under 50 Tons.		Above 50 Tons.		Of and under 50 Tons.		Above 50 Tons.	
ENGLAND:	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
Aberystwith	101	3,556	280	31,712	-	-	3	273
Arundel	42	1,179	50	7,283	1	32	—	—
Barnstaple	54	1,759	28	3,114	1	15	—	—
Beaumaris	132	4,368	165	14,915	—	—	—	—
Berwick	14	470	15	1,447	1	11	—	—
Bideford	59	1,965	78	9,727	—	—	—	—
Boston	82	2,925	47	3,356	2	33	—	—
Bridgwater	76	2,872	56	12,021	2	21	2	194
Bridport	-	-	9	1,230	—	—	—	—
Bristol	183	5,363	197	61,319	18	550	23	3,584
Caernarvon	175	5,898	358	37,431	2	33	1	88
Cardiff	21	623	74	19,506	22	418	5	361
Cardigan	118	3,457	69	6,736	—	—	—	—
Carlisle	12	430	14	1,834	2	65	4	768
Chepstow	41	1,108	13	998	-	-	1	115
Chester	54	1,966	66	4,698	2	59	6	1,952
Colchester	202	3,792	98	12,376	—	—	—	—
Cowes	151	3,955	58	5,577	3	98	3	278
Dartmouth	166	5,566	262	34,428	6	154	—	—
Deal	8	132	3	309	—	—	—	—
Dover	34	978	21	2,446	-	-	3	224
Exeter	36	969	110	16,313	1	37	—	—
Falmouth	46	1,444	94	13,361	4	130	—	—
Faversham	208	5,750	183	25,597	2	22	—	—
Fleetwood	40	1,211	44	11,830	1	25	4	1,330
Folkestone	6	94	23	3,186	—	—	—	—
Fowey	38	1,346	139	13,928	—	—	—	—
Gainsborough	11	404	2	112	5	197	5	402
Gloucester	270	7,562	71	9,495	5	129	2	154
Goole	209	8,732	313	23,017	8	159	10	1,931
Grimsby	151	4,897	28	2,881	4	63	6	1,802
Hartlepool	6	149	130	30,195	—	—	—	—
Ditto, West	9	279	53	8,985	4	52	13	6,894
Harwich	67	2,111	54	5,911	—	—	—	—
Hull	372	14,305	133	28,331	15	292	64	25,366
Ipswich	52	1,728	127	13,923	5	219	5	436
Lancaster	35	1,230	113	14,751	4	109	6	1,213
Liverpool	289	10,322	2,370	1,274,933	37	1,294	256	120,355
Llanelly	31	925	48	5,726	4	98	—	—
Lowestoft	162	3,784	45	4,379	4	70	2	569
Lyme	5	169	13	1,517	—	—	—	—
Lynn	61	2,101	92	12,948	—	—	—	—
Maldon	99	3,225	55	6,135	—	—	—	—
Maryport	10	200	119	23,804	4	99	—	—
Middlesborough	9	285	49	9,199	19	400	5	1,802
Milford	73	2,010	57	7,252	1	28	—	—
Newcastle	143	3,902	330	101,463	94	1,665	26	7,415
Newhaven	11	194	15	2,484	-	-	3	405
Newport	12	470	89	18,015	2	55	1	272
Padstow	59	2,302	75	10,303	—	—	—	—
Penzance	18	507	73	8,689	1	20	1	196
Plymouth	233	6,972	214	43,766	11	347	1	59
Poole	47	1,283	64	11,399	1	22	—	—
Portsmouth	153	3,961	99	10,994	5	113	4	245
Preston	62	2,398	51	4,057	3	110	1	312
Ramsgate	98	2,747	26	3,928	1	10	—	—
Rochester	473	16,120	74	8,024	8	248	—	—
Runcorn	5	149	16	1,141	—	—	—	—
Rye	51	1,166	51	5,128	1	21	—	—
St. Ives	70	1,370	98	10,383	-	-	1	178
Salcombe	-	-	5	946	—	—	—	—
Scarborough	109	3,796	117	32,156	1	44	—	—
Scilly	15	446	34	6,143	-	-	1	67
Shields	22	639	6,140	178,519	129	2,271	2	515
Ditto, South	7	258	307	88,442	18	286	—	—
Shoreham	29	585	104	20,538	1	15	—	—
Southampton	136	3,713	110	15,106	14	404	24	7,651
Stockton	8	202	39	10,363	11	236	4	893
Sunderland	112	3,375	808	213,554	58	805	31	14,343
Swansea	36	1,135	105	20,379	12	307	7	842
Teignmouth	10	256	52	6,288	1	15	—	—

	Sailing Vessels				Steam Vessels			
	Of and under 50 Tons.		Above 50 Tons.		Of and under 50 Tons.		Above 50 Tons.	
England—*cont^d.*	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
Truro	12	354	55	5,025	—	—	—	—
Wells	76	1,912	73	8,927	3	37	—	—
Weymouth	24	651	42	4,819	5	108	6	653
Whitby	61	2,151	353	67,144	2	37	1	107
Whitehaven	18	350	166	26,515	1	37	2	498
Wisbeach	12	504	45	8,233	2	41	2	705
Woodbridge	32	989	41	2,554	—	—	—	—
Workington	2	51	81	21,259	1	17	—	—
Yarmouth	411	12,090	199	21,847	9	188	5	674
London	731	25,364	1,873	801,200	175	5,060	437	227,732
Total, England	7,318	229,956	12,950	3,639,903	759	17,431	989	433,853
SCOTLAND:								
Aberdeen	7	248	244	77,192	5	86	11	3,287
Alloa	18	578	26	9,703	2	20	3	211
Arbroath	7	391	77	11,341	—	—	—	—
Ardrossan	38	1,070	43	10,275		14	1	91
Ayr	19	584	30	6,088			2	214
Banff	21	660	94	12,231	—	—	—	—
Borrowstoness	19	580	40	5,492	1	19	1	216
Campbeltown	33	1,178	7	480			2	279
Dumfries	52	1,620	65	12,723	—	—	—	—
Dundee	6	195	199	42,678	2	69	15	64,631
Glasgow	167	5,861	373	191,932	37	1,156	164	3,469
Grangemouth	12	357	27	5,070	4	62	4	1,256
Greenock	174	5,291	201	83,518	18	414	9	1,548
Inverness	146	3,489	93	8,032	1	20	—	—
Irvine	14	403	23	6,022	1	15	—	—
Kirkaldy	26	773	32	4,773	1	35	1	86
Kirkwall	27	763	21	2,005	1	26	—	—
Leith	61	1,970	75	21,644	22	510	41	15,474
Lerwick	58	1,611	17	1,155	—	—	—	—
Montrose	11	363	99	15,996	2	40	—	—
Perth	8	190	49	4,875			1	51
Peterhead	16	504	53	10,068	—	—	—	—
Port Glasgow	31	1,129	9	1,728	4	122	4	767
Stornoway	33	798	10	1,142	—	—	—	—
Stranraer	35	1,192	11	1,275			1	229
Troon	2	57	5	858	—	—	—	—
Wick	25	761	38	3,173			1	95
Wigtown	42	1,355	11	1,421			1	284
Total, Scotland	1,108	33,881	1,972	552,890	102	2,608	262	92,188
IRELAND:								
Ballina	2	36			1	37	—	—
Belfast	161	5,457	335	56,627	8	172	6	1,709
Coleraine	5	140	1	71	—	—	—	—
Cork	188	4,661	190	28,292	16	492	21	6,653
Drogheda	3	96	36	3,525			5	1,579
Dublin	330	10,151	199	30,467	13	323	41	11,369
Dundalk	5	183	23	1,835			4	1,703
Galway	12	322	6	1,313	1	36	1	67
Limerick	27	804	16	3,722			4	1,299
Londonderry	6	176	25	8,440			6	1,358
Newry	76	2,269	42	8,217	1	17	3	254
Ross	3	61	7	2,117	—	—	—	—
Skibbereen	70	1,704	4	272	—	—	—	—
Sligo	10	276	19	3,997	2	78	1	191
Strangford	27	888	27	2,017	—	—	—	—
Tralee	13	384	1	82	—	—	—	—
Waterford	50	1,217	94	10,221	1	28	39	21,682
Westport	4	87	2	205	—	—	—	—
Wexford	16	571	77	8,451	2	52	2	594
Total, Ireland	1,008	29,483	1,104	169,871	45	1,235	133	48,458
Isle of Man	278	6,817	49	4,161			3	339
Channel Islands	215	5,793	337	58,462	3	63	2	181

General Register and Record Office of Shipping and Seamen, London, 25 May 1864.

John J. Mayo,
Registrar General of Shipping and Seamen.

RETURN of the NUMBER and TONNAGE of VESSELS that Entered and Cleared Coastwise at each of the Ports of *Great Britain* and *Ireland, Isle of Man,* and *Channel Islands* (including their repeated Voyages), distinguishing British from Foreign Vessels, and Steam from Sailing Vessels, between the 31st day of December 1862 and the 31st day of December 1863.

SAILING VESSELS.

	Inwards.				Outwards.			
	British.		Foreign.		British.		Foreign.	
ENGLAND:	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
Aberystwith	553	23,310	-	-	277	13,251	—	—
Arundel	437	37,129	-	-	135	6,893	—	—
Barnstaple	1,061	42,058	-	-	200	7,079	—	—
Beaumaris	1,593	27,642	-	-	310	14,364	—	—
Berwick	416	20,935	2	100	199	11,582	1	64
Bideford	724	29,033	-	-	120	5,614	—	—
Boston	563	25,276	-	-	309	16,883	5	424
Bridgwater	3,346	141,228	-	-	1,100	45,174	—	—
Bridport	100	8,845	-	-	15	675	—	
Bristol	4,715	187,257	-	-	2,480	113,539	—	—
Caernarvon	1,418	67,804	-	-	157	6,817	—	—
Cardiff	2,332	172,656	11	2,095	6,712	476,544	1	62
Cardigan	525	13,955	-	-	52	1,610	—	—
Carlisle	78	4,037	1	363	278	14,507	—	—
Chepstow	423	15,350	-	-	332	14,008	—	—
Chester	1,133	56,693	-	-	1,269	66,538	2	426
Colchester	578	42,027	-	-	277	12,877	—	—
Cowes	668	41,460	-	-	149	4,610	—	—
Dartmouth	615	36,815	-	-	231	10,070	—	—
Deal	164	11,603	-	-	80	4,937	2	130
Dover	453	41,914	-	-	140	8,040	—	—
Exeter	535	55,986	-	-	157	8,978	—	—
Falmouth	627	39,184	-	-	205	9,915	—	—
Faversham	1,638	128,143	-	-	981	39,841	—	—
Fleetwood	328	26,941	-	-	181	17,235	5	2,750
Folkestone	279	32,257	-	-	3	156	—	—
Fowey	970	61,339	2	141	547	37,629	1	220
Gainsborough	149	7,107	-	-	361	16,888	—	—
Gloucester	1,048	41,866	1	100	3,476	136,437	17	1,784
Goole	1,169	59,859	-	-	1,281	58,907	6	928
Grimsby	167	8,743	-	-	336	40,737	—	—
Hartlepool, West	258	20,804	3	364	5,892	754,321	—	—
Harwich	509	33,416	-	-	378	16,820	—	—
Hull	569	38,223	-	-	734	75,744	183	32,524
Ipswich	1,022	79,748	-	-	845	44,451	7	687
Lancaster	11,162	66,143	-	-	1,332	90,320	1	127
Liverpool	3,739	361,548	76	19,294	4,874	336,498	2	848
Llanelly	1,270	77,420	5	364	2,164	148,250	—	—
Lowestoft	706	62,714	-	-	145	8,376	1	50
Lyme	110	6,998	-	-	21	843	—	—
Lynn	1,052	86,633	-	-	398	24,938	5	355
Maldon	1,099	70,272	-	-	950	41,416	—	—
Maryport	371	30,201	-	-	3,066	265,080	—	—
Middlesborough	195	13,197	5	509	1,775	143,841	3	201
Milford	640	24,024	-	-	1,012	37,525	—	—
Newcastle	1,741	138,354	174	29,910	9,067	1,184,705	1	175
Newhaven	286	38,285	-	-	36	3,353	—	—
Newport	1,745	113,438	4	487	6,480	380,540	1	683
Padstow	664	29,334	-	-	280	12,658	—	—
Penzance	2,160	184,885	-	-	793	68,393	—	—
Plymouth	2,528	206,437	3	211	1,230	80,912	1	226
Poole	541	45,218	-	-	245	10,321	—	—
Portsmouth	1,180	119,195	-	-	910	30,247	—	—
Preston	476	27,065	-	-	556	30,174	7	749
Ramsgate	434	33,960	-	-	33	2,918	—	—
Rochester	2,798	283,887	-	-	1,321	49,605	—	—
Runcorn	1,013	59,120	2	235	2,710	158,565	1	148
Rye	487	37,183	-	-	45	2,883	—	—
St. Ives. *See* Penzance.		—	—	—	—	—	—	—
Scarborough	354	18,508	-	-	25	1,023	—	—
Scilly	78	3,587	-	-	68	2,230	—	—
Shields	430	45,277	117	22,781	808	74,203	—	—
Shoreham	626	97,435	-	-	80	5,343	—	—
Southampton	1,438	154,636	-	-	711	34,091	4	361
Stockton	213	12,099	-	-	148	9,166	1	70

SAILING VESSELS—*continued.*

	Inwards.				Outwards.			
	British.		Foreign.		British.		Foreign.	
England—*contd.*	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
Sunderland	1,225	95,435	5	881	10,093	1,210,782	1	83
Swansea	3,424	244,063	-	-	5,595	407,799	—	—
Teignmouth	544	48,029	-	-	138	8,995	—	—
Truro	752	55,117	-	-	448	37,050	—	—
Wells	493	24,718	-	-	282	14,783	—	—
Weymouth	255	20,151	-	-	26	1,147	—	—
Whitby	788	32,580	-	-	138	6,280	—	—
Whitehaven	787	32,165	1	100	3,768	269,698	12	1,438
Wisbeach	326	20,285	-	-	158	8,820	—	—
Woodbridge	412	24,003	-	-	313	15,639	—	—
Workington	105	5,991	-	-	1,341	109,175	—	—
Yarmouth	1,286	102,113	1	36	570	33,530	5	321
London	13,820	1,819,298	1	54	6,417	456,062	40	3,932
Total, England	84,916	6,696,644	414	78,025	100,769	7,931,848	316	49,766
SCOTLAND:								
Aberdeen	1,263	125,762	-	-	553	42,708	7	572
Alloa	72	4,323	1	43	150	9,268	—	—
Arbroath	453	31,042	-	-	175	10,764	—	—
*Ardrossan	196	15,461	-	-	955	72,407	—	—
Ayr	310	18,392	-	-	1,376	92,721	—	—
Banff	378	22,761	1	119	180	9,293	2	164
Borrowstoness	108	6,046	-	-	595	37,298	1	73
Campbeltown	470	17,388	-	-	141	5,737	—	—
Dumfries	659	20,479	-	-	198	7,521	—	—
Dundee	1,456	126,831	9	656	245	16,604	1	85
Glasgow	1,072	109,984	-	-	2,620	181,056	—	—
Grangemouth	198	15,429	-	-	115	11,688	—	—
Greenock	953	53,379	-	-	322	21,014	7	1,726
Inverness	1,659	92,391	2	152	1,218	64,241	3	157
*Irvine (six months)	368	26,364	1	127	2,157	152,257	1	133
Kirkaldy	256	12,896	-	-	780	46,640	—	—
Kirkwall	269	16,034	-	-	239	13,559	—	—
Leith	773	47,494	9	653	565	35,712	—	—
Lerwick	98	6,494	1	172	56	3,755	—	—
Montrose	649	48,885	-	-	404	31,065	—	—
Perth	195	12,196	-	-	142	9,151	2	124
Peterhead	488	25,910	1	36	293	13,598	—	—
Port Glasgow	20	1,783	-	-	19	848	—	—
Stornoway	143	7,199	-	-	28	1,372	1	146
Stranraer	466	17,172	-	-	76	2,639	—	—
*Troon	71	3,719	-	-	1,265	80,165	—	—
Wick	526	29,100	6	321	293	13,845	3	200
Wigtown	584	18,645	-	-	291	9,407	—	—
Total, Scotland	14,153	933,559	31	2,279	15,451	996,333	28	3,380
IRELAND:								
Ballina	72	4,956	-	-	68	5,246	—	—
Belfast	4,904	376,197	1	82	679	51,061	17	3,292
Coleraine	162	9,913	-	-	25	1,014	—	—
Cork	1,826	168,797	-	-	962	64,738	7	3,199
Drogheda	491	39,666	-	-	143	10,470	—	—
Dublin	5,877	476,861	2	327	2,059	103,500	19	3,568
Dundalk	620	45,514	-	-	102	7,001	—	—
Galway	97	9,076	-	-	101	7,265	—	—
Limerick	251	33,435	-	-	155	15,212	1	113
Londonderry	887	69,764	-	-	308	20,100	12	2,934
Newry	935	56,259	1	82	190	9,801	4	519
Ross	250	18,467	-	-	49	3,271	—	—
Skibbereen	246	14,370	-	-	121	8,546	—	—
Sligo	230	16,882	-	-	119	7,955	—	—
Strangford	477	25,665	-	-	176	7,484	—	—
Tralee	120	7,529	-	-	36	2,312	—	—
Waterford	1,035	83,561	2	155	427	30,814	1	367
Westport	110	6,596	-	-	75	5,198	1	150
Wexford	642	39,422	-	-	284	15,953	—	—
Total, Ireland	19,232	1,502,930	6	646	6,079	376,941	62	14,142
Isle of Man	1,607	99,942	-	-	783	55,585	—	—
Channel Islands	-	Nil.	-	-	-	Nil.	—	—

* Returns from Ardrossan and Troon embrace those of the Port of Irvine from 1st July.

STEAM VESSELS.

	Inwards.				Outwards.			
	British.		Foreign.		British.		Foreign.	
ENGLAND:	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
Aberystwith	138	10,875	-	-	106	8,873	—	—
Arundel	—	—	—	—	—	—	—	—
Barnstaple	210	17,465	-	-	207	16,569	—	—
Beaumaris	627	219,007	-	-	318	121,629	—	—
Berwick	2	34	—	—	—	—	—	—
Bideford	99	6,612	-	-	99	6,612	—	—
Boston	43	3,440	-	-	38	3,040	—	—
Bridgwater	243	21,388	-	-	242	21,266	—	—
Bridport	—	—	—	—	—	—	—	—
Bristol	1,780	307,254	-	-	1,772	291,403	—	—
Caernarvon	166	25,052	-	-	45	6,150	—	—
Cardiff	485	73,160	-	-	1,002	207,403	—	—
Cardigan	—	—	—	—	—	—	—	—
Carlisle	276	48,435	-	-	278	48,366	—	—
Chepstow	—	—	—	—	—	—	—	—
Chester	149	9,089	-	-	108	6,184	—	—
Colchester	—	—	—	—	—	—	—	—
Cowes	—	—	—	—	—	—	—	—
Dartmouth	79	3,397	-	-	81	3,483	—	—
Deal	—	—	—	—	—	—	—	—
Dover	—	—	—	—	—	—	—	—
Exeter	—	—	—	—	—	—	—	—
Falmouth	107	43,253	-	-	4	424	—	—
Faversham	—	—	—	—	—	—	—	—
Fleetwood	420	138,553	-	-	417	137,553	—	—
Folkestone	—	—	—	—	—	—	—	—
Fowey	25	6,361	-	-	14	1,750	—	—
Gainsborough	—	—	—	—	—	—	—	—
Gloucester	49	2,874	-	-	55	3,411	—	—
Goole	162	24,864	-	-	177	26,775	—	—
Grimsby	1	215	-	-	5	520	—	—
Hartlepool Hartlepool, West	15	4,263	-	-	197	42,809	—	—
Harwich	—	—	—	—	—	—	—	—
Hull	550	98,154	-	-	605	103,885	—	—
Ipswich	16	3,440	-	-	16	3,440	—	—
Lancaster	450	101,081	-	-	437	99,463	—	—
Liverpool	3,834	1,162,160	-	-	3,766	1,064,055	—	—
Llanelly	123	12,163	-	-	111	11,457	—	—
Lowestoft	52	13,296	-	-	8	1,720	—	—
Lyme	—	—	—	—	—	—	—	—
Lynn	52	5,772	-	-	52	5,772	—	—
Maldon	—	—	—	—	—	—	—	—
Maryport	—	—	—	—	—	—	—	—
Middlesborough	93	32,693	-	-	117	38,075	—	—
Milford	522	167,967	-	-	371	104,826	—	—
Newcastle	650	156,863	-	-	1,127	422,715	—	—
Newhaven	1	107	—	—	—	—	—	—
Newport	423	58,727	-	-	260	40,998	—	—
Padstow	45	4,288	-	-	47	4,480	—	—
Penzance	302	49,658	-	-	200	22,846	—	—
Plymouth	515	202,023	-	-	452	184,397	—	—
Poole	—	—	—	—	—	—	—	—
Portsmouth	—	—	—	—	—	—	—	—
Preston	1	128	-	-	1	128	—	—
Ramsgate	11	1,402	—	—	—	—	—	—
Rochester	2	758	—	—	—	—	—	—
Runcorn	1	151	-	-	1	151	—	—
Rye	—	—	—	—	—	—	—	—
St. Ives	—	—	—	—	—	—	—	—
Scarborough	—	—	—	—	—	—	—	—
Scilly	116	7,656	-	-	118	8,265	—	—
Shields Shields, South	50	18,423	-	-	67	19,738	—	—
Shoreham	—	—	—	—	—	—	—	—
Southampton	140	57,580	-	-	131	7,364	—	—
Stockton	63	16,360	-	-	53	16,227	—	—
Sunderland	67	25,645	3	550	937	385,261	—	—
Swansea	563	98,064	-	-	497	81,368	—	—
Teignmouth	—	—	—	—	—	—	—	—
Truro	40	9,671	-	-	46	10,448	—	—

STEAM VESSELS—*continued.*

	Inwards.				Outwards.			
	British.		Foreign.		British.		Foreign.	
England—*cont*d.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
Wells	—	—	—	—	—	—	—	—
Weymouth	—	—	—	—	—	—	—	—
Whitby	121	5,582	-	-	4	424	—	—
Whitehaven	324	64,998	-	-	430	109,646	—	—
Wisbeach	44	3,520	-	-	27	2,160	—	—
Woodbridge	—	—	—	—	—	—	—	—
Workington	18	1,072	-	-	26	1,658	—	—
Yarmouth	215	37,604	-	-	214	38,644	—	—
London	3,218	1,324,388	1	397	1,833	663,590	—	—
Total, England	17,698	4,706,985	4	947	17,119	4,407,420	—	—
SCOTLAND:								
Aberdeen	542	154,886	-	-	542	156,474	—	—
Alloa	1	161	—	—	—	—	—	—
Arbroath	—	—	—	—	—	—	—	—
*Ardrossan	109	18,447	-	-	128	21,182	—	—
Ayr	110	12,728	-	-	107	12,613	—	—
Banff	—	—	—	—	—	—	—	—
Borrowstoness	1	215	-	-	1	215	—	—
Campbeltown	237	32,471	-	-	239	32,720	—	—
Dumfries	114	17,475	-	-	108	17,127	—	—
Dundee	220	63,277	-	-	215	62,588	—	—
Glasgow	1,715	462,320	-	-	1,854	498,261	—	—
Grangemouth	181	51,352	-	-	188	52,911	—	—
Greenock	642	113,345	-	-	435	56,519	—	—
Inverness	564	86,623	-	-	547	86,252	—	—
*Irvine (six months)	115	18,484	-	-	113	18,278	—	—
Kirkaldy	162	13,445	-	-	157	13,210	—	—
Kirkwall	252	19,402	-	-	253	20,103	—	—
Leith	568	211,071	-	-	564	208,972	—	—
Lerwick	50	14,782	-	-	50	14,782	—	—
Montrose	1	153	—	—	—	—	—	—
Perth	—	—	—	—	—	—	—	—
Peterhead	—	—	—	—	—	—	—	—
Port Glasgow	-	-	-	-	3	592	—	—
Stornoway	90	23,215	-	-	89	22,905	—	—
Stranraer	489	93,396	-	-	456	92,369	—	—
*Troon	-	-	-	-	2	111	—	—
Wick	409	56,046	-	-	425	60,633	—	—
Wigtown	46	13,064	-	-	50	14,200	—	—
Total, Scotland	6,618	1,476,358	-	-	6,526	1,463,017	—	—
IRELAND:								
Ballina	18	2,211	-	-	11	1,778	—	—
Belfast	1,983	593,637	-	-	2,008	610,445	—	—
Coleraine	227	52,379	-	-	129	29,559	—	—
Cork	456	209,714	-	-	445	205,838	—	—
Drogheda	269	82,490	-	-	327	99,240	—	—
Dublin	1,496	492,878	-	-	1,857	659,435	—	—
Dundalk	259	112,554	-	-	267	115,594	—	—
Galway	3	1,691	-	-	2	636	—	—
Limerick	96	29,378	-	-	97	29,746	—	—
Londonderry	439	123,331	-	-	424	119,982	—	—
Newry	378	69,784	-	-	374	70,027	—	—
Ross	325	27,300	-	-	325	27,300	—	—
Skibbereen	1	76	—	—	—	—	—	—
Sligo	165	36,958	-	-	164	35,980	—	—
Strangford	—	—	—	—	—	—	—	—
Tralee	44	14,140	—	—	—	—	—	—
Waterford	715	264,547	-	-	666	241,282	—	—
Westport	9	1,710	-	-	9	1,710	—	—
Wexford	135	34,381	-	-	136	34,607	—	—
Total, Ireland	7,018	2,149,159	-	-	7,241	2,283,159	—	—
Isle of Man	96	20,503	-	-	80	17,037	—	—
Channel Islands	Nil.	-	-	-	-	Nil.	—	—

* Returns from Ardrossan and Troon embrace those of the Port of Irvine from 1st July.

General Register and Record Office of Shipping and Seamen,
London, 25 May 1864.

John J. Mayo,
Registrar General of Shipping and Seamen.

RETURN of the NUMBER and TONNAGE of VESSELS that Entered and Cleared from and to the COLONIES, at each of the Ports of *Great Britain* and *Ireland*, *Isle of Man*, and *Channel Islands* (including their repeated Voyages), distinguishing Steam from Sailing Vessels, between the 31st day of December 1862 and the 31st day of December 1863; further distinguishing British from Foreign Vessels.

	SAILING VESSELS.							
	INWARDS.				OUTWARDS.			
	BRITISH.		FOREIGN.		BRITISH.		FOREIGN.	
ENGLAND:	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
Aberystwith	15	4,273	-	-	6	1,674	—	—
Arundel	1	29	-	-	1	216	—	—
Barnstaple	3	879	-	-	1	316	—	—
Beaumaris	14	6,754	-	-	11	3,801	—	—
Berwick	3	1,078	—	—	—	—	—	—
Bideford	12	4,143	-	-	6	3,022	—	—
Boston	—	—	—	—	—	—	—	—
Bridgwater	10	3,961	1	203	10	2,158	—	—
Bridport	1	32	-	-	2	227	—	—
Bristol	151	64,764	19	9,045	89	40,703	11	3,763
Caernarvon	23	7,755	1	369	14	1,946	—	—
Cardiff	96	25,333	10	2,431	387	138,445	229	108,523
Cardigan	4	729	—	—	—	—	—	—
Carlisle	5	2,173	4	1,911	5	2,095	—	—
Chepstow	—	—	—	—	—	—	—	—
Chester	3	636	2	703	1	258	—	—
Colchester	—	—	—	—	—	—	—	—
Cowes	29	1,328	-	-	30	1,033	—	—
Dartmouth	28	1,997	1	441	27	2,230	1	441
Deal	-	-	-	-	-	-	1	459
Dover	12	1,063	—	—	—	—	—	—
Exeter	10	1,381	3	886	9	1,247	1	40
Falmouth	17	1,441	-	-	21	4,108	1	446
Faversham	2	115	—	—	—	—	—	—
Fleetwood	22	11,918	1	409	12	6,625	1	409
Folkestone	—	—	—	—	—	—	—	—
Fowey	19	2,766	5	440	28	2,608	1	440
Gainsborough	-	-	-	-	1	75	—	—
Gloucester	60	26,803	14	6,452	16	5,338	4	1,832
Goole	-	-	1	388	1	183	—	—
Grimsby	2	710	20	7,495	3	737	2	672
Hartlepool	49	11,173	8	2,036	74	15,117	5	1,515
Harwich	1	40	-	-	3	94	—	—
Hull	49	22,156	62	29,677	52	17,300	8	3,960
Ipswich	6	1,529	—	—	—	—	—	—
Lancaster	20	6,445	2	422	10	4,263	—	—
Liverpool	1,036	749,798	90	69,877	1,250	847,399	79	44,963
Llanelly	26	5,533	6	291	24	5,225	—	—
Lowestoft	—	—	—	—	—	—	—	—
Lyme	12	490	-	-	17	999	—	—
Lynn	—	—	—	—	—	—	—	—
Maldon	1	33	—	—	—	—	—	—
Maryport	12	3,316	-	-	25	6,370	—	—
Middlesborough	3	886	-	-	3	319	—	—
Milford	7	2,928	4	1,796	1	629	1	525
Newcastle	55	15,542	17	3,793	315	67,028	52	20,082
Newhaven	2	82	-	-	2	107	—	—
Newport	37	12,417	1	380	102	31,464	24	12,642
Padstow	3	1,267	-	-	2	726	1	201
Penzance	12	2,808	-	-	16	2,492	—	—
Plymouth	158	28,836	4	2,132	166	24,747	4	2,230
Poole	19	1,854	-	-	31	3,920	—	—
Portsmouth	39	3,930	3	1,293	10	965	—	—
Preston	5	1,236	—	—	—	—	—	—
Ramsgate	—	—	—	—	—	—	—	—
Rochester	5	1,294	3	1,810	3	1,470	—	—
Runcorn	6	217	-	-	11	1,060	2	204
Rye	—	—	—	—	—	—	—	—
St. Ives (*see* Penzance)	—	—	—	—	—	—	—	—
Scarborough	1	246	—	—	—	—	—	—
Scilly	1	363	—	—	—	—	—	—
Shields, Shields, South	23	11,105	4	1,269	26	10,739	—	—
Shoreham	15	1,041	-	-	5	138	1	285
Southampton	51	4,203	3	1,006	61	5,357	—	—
Stockton	9	2,644	1	354	—	—	—	—
Sunderland	71	22,116	14	6,105	227	82,971	28	18,399
Swansea	112	19,125	3	586	123	23,604	48	15,247
Teignmouth	22	2,216	-	-	19	2,156	—	—
Truro	17	5,920	-	-	4	1,693	4	1,976
Wells	—	—	—	—	—	—	—	—
Weymouth	15	697	1	524	6	224	—	—
Whitby	2	537	-	-	1	303	—	—
Whitehaven	15	3,961	-	-	5	1,235	1	173
Wisbeach	1	247	-	-	1	247	—	—
Woodbridge	—	—	—	—	—	—	—	—
Workington	4	1,066	-	-	5	1,136	—	—
Yarmouth	7	1,462	1	250	2	192	1	318
London	2,064	857,829	281	152,013	1,427	802,000	116	57,831
TOTAL, ENGLAND	4,535	1,980,649	590	306,787	4,710	2,182,734	627	297,576

SAILING VESSELS—*continued.*

	Inwards.				Outwards.			
	British.		Foreign.		British.		Foreign.	
SCOTLAND:	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
Aberdeen	30	9,640	1	396	21	8,835	1	345
Alloa	2	485	-	-	8	2,950	1	380
Arbroath	2	312	-	-	1	254	—	—
*Ardrossan	11	3,847	-	-	22	9,023	—	—
Ayr	2	504	-	-	4	845	—	—
Banff	—	—	—	—	—	—	—	—
Borrowstoness	-	-	-	-	1	181	—	—
Campbeltown	—	—	—	—	—	—	—	—
Dumfries	11	2,457	-	-	4	903	—	—
Dundee	34	13,340	6	4,081	18	8,365	2	1,813
Glasgow	133	52,715	8	2,904	262	126,860	15	5,113
Grangemouth	7	3,438	-	-	6	2,377	—	—
Greenock	180	98,102	14	7,515	149	76,395	11	7,429
Inverness	2	477	1	324	—	—	—	—
*Irvine (6 months)	2	518	-	-	42	16,807	3	974
Kirkaldy	6	243	—	—	—	—	—	—
Kirkwall	—	—	—	—	—	—	—	—
Leith	26	11,166	5	1,809	39	16,799	5	3,803
Lerwick	—	—	—	—	—	—	—	—
Montrose	5	2,192	-	-	7	2,357	—	—
Perth	2	443	—	—	—	—	—	—
Peterhead	1	259	—	—	—	—	—	—
Port Glasgow	42	30,619	1	534	36	26,838	—	—
Stornoway	2	79	—	—	—	—	—	—
Stranraer	1	675	2	944	1	675	1	597
*Troon	14	6,329	-	-	35	11,578	7	2,726
Wick	7	430	—	—	—	—	—	—
Wigtown	1	301	—	—	—	—	—	—
TOTAL, SCOTLAND	523	238,571	38	18,507	656	312,042	46	23,180
IRELAND:								
Ballina	—	—	—	—	—	—	—	—
Belfast	43	21,195	18	4,975	27	14,286	8	3,103
Coleraine	2	65	1	304	—	—	—	—
Cork	53	18,149	4	1,080	47	16,155	2	845
Drogheda	2	383	-	-	1	140	—	—
Dublin	81	36,680	12	4,981	41	23,582	12	5,533
Dundalk	7	1,803	3	679	1	255	1	201
Galway	7	2,526	3	1,173	10	3,672	2	677
Limerick	14	5,735	1	216	23	10,588	4	1,195
Londonderry	16	9,153	-	-	15	8,706	1	460
Newry	10	7,278	3	1,192	6	4,349	2	892
Ross	3	1,108	-	-	3	1,378	—	—
Skibbereen	-	-	1	378	1	438	1	378
Sligo	6	1,815	1	223	7	1,995	—	—
Strangford	1	243	1	342	1	243	—	—
Tralee	1	792	-	-	1	792	—	—
Waterford	17	4,625	5	2,068	10	3,791	9	3,847
Westport	1	288	-	-	2	482	—	—
Wexford	9	1,986	-	-	4	1,127	—	—
TOTAL, IRELAND	273	114,374	53	17,611	200	91,979	42	17,131
ISLE OF MAN	5	1,098	-	-	2	500	—	—
CHANNEL ISLANDS	30	5,813	-	-	59	7,832	1	216
STEAM VESSELS.								
London	100	59,811	-	-	91	46,680	—	—
Arundel	17	1,641	-	-	9	815	—	—
Cardiff	6	3,300	-	-	26	25,823	1	388
Cowes	-	-	-	-	1	76	—	—
Dover	2	108	—	—	—	—	—	—
Hartlepool	-	-	-	-	5	2,237	—	—
Hull	1	91	-	-	1	231	—	—
Liverpool	56	57,140	1	663	88	76,551	—	—
Newcastle	-	-	-	-	3	1,023	1	546
Newhaven	75	7,648	-	-	60	5,646	—	—
Newport	-	-	-	-	1	490	—	—
Penzance	1	22	—	—	—	—	—	—
Plymouth	11	894	-	-	14	1,294	—	—
Shoreham	1	85	—	—	—	—	—	—
Southampton	268	60,038	-	-	275	65,017	—	—
Sunderland	-	-	-	-	1	716	—	—
Swansea	-	-	-	-	2	1,051	—	—
Weymouth	143	21,171	-	-	141	20,865	—	—
Dundee	-	-	-	-	-	-	1	266
Glasgow	17	18,266	-	-	47	24,592	—	—
Greenock	1	153	-	-	15	5,274	—	—
Leith	-	-	-	-	2	853	—	—
Port Glasgow	-	-	-	-	2	567	—	—
Belfast	-	-	-	-	1	47	—	—
TOTAL	699	230,368	1	663	785	279,848	3	1,200
ISLE OF MAN	—	—	—	—	—	—	—	—
CHANNEL ISLANDS	-	-	-	-	1	105	—	—

* Returns from Androssan and Troon embrace those of the Port of Irvine from 1st July.

General Register and Record Office of Shipping and Seamen, London, 25 May 1864.

John J. Mayo,
Registrar-General of Shipping and Seamen.

RETURN of the NUMBER and TONNAGE of VESSELS that entered and cleared from and to FOREIGN PORTS, at each of the Ports of *Great Britain* and *Ireland*, *Isle of Man*, and *Channel Islands* (including their repeated Voyages), distinguishing Steam from Sailing Vessels, and British from Foreign Vessels, between the 31st day of December 1862 and the 31st day of December 1863.

SAILING VESSELS.

	Inwards.				Outwards.			
	British.		Foreign.		British.		Foreign.	
ENGLAND:	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
Aberystwith	6	618	9	1,709	2	179	4	924
Arundel	15	1,453	22	2,062	-	-	9	1,060
Barnstaple	2	208	6	991	—	—	—	—
Beaumaris	12	1,520	2	319	23	1,937	1	79
Berwick	18	2,558	53	6,567	3	137	16	2,742
Bideford	2	173	1	131	-	-	1	131
Boston	10	1,251	30	3,139	2	136	3	202
Bridgwater	23	3,362	28	4,418	10	600	4	545
Bridport	13	1,813	3	406	3	631	3	406
Bristol	366	71,459	391	92,416	83	19,078	57	17,199
Carnarvon	19	1,928	4	257	206	18,968	2	400
Cardiff	380	73,615	1,481	304,167	1,232	265,776	2,644	549,007
Cardigan	—	—	—	—	—	—	—	—
Carlisle	1	103	6	1,388	5	1,110	9	3,222
Chepstow	-	-	1	78	—	—	—	—
Chester	4	501	3	544	9	1,042	2	703
Colchester	42	2,504	14	1,203	22	557	12	1,045
Cowes	8	588	8	1,248	14	714	18	1,495
Dartmouth	33	3,963	8	831	39	3,700	—	—
Deal	8	628	22	1,852	2	116	8	642
Dover	47	3,128	39	5,781	26	505	6	934
Exeter	55	5,678	38	5,342	4	338	20	3,815
Falmouth	79	4,483	60	6,033	77	6,437	17	2,279
Faversham	73	2,398	3	115	64	2,221	7	335
Fleetwood	8	2,883	8	3,650	-	-	4	1,110
Folkestone	8	818	5	880	1	15	3	490
Fowey	55	4,576	52	5,273	197	16,282	117	9,528
Gainsborough	13	875	20	1,590	3	232	7	497
Gloucester	174	29,629	490	73,721	11	2,916	53	11,294
Goole	141	11,907	33	3,468	19	1,553	20	1,809
Grimsby	151	24,357	462	86,122	73	9,167	437	83,271
Hartlepool Ditto, West	678	120,315	1,169	135,886	802	155,295	1,690	184,799
Harwich	59	5,042	36	3,574	8	388	60	3,756
Hull	581	96,730	1,123	176,489	235	33,647	790	137,116
Ipswich	88	9,864	114	14,096	48	3,921	71	6,995
Lancaster	25	2,886	33	5,950	12	1,419	14	2,403
Liverpool	1,682	521,599	1,007	505,177	1,366	454,852	1,095	526,304
Llanelly	271	33,995	402	28,861	310	35,655	455	31,704
Lowestoft	67	7,228	92	14,808	24	1,577	37	8,165
Lyme	1	53	1	101	—	—	—	—
Lynn	72	8,967	75	6,593	3	186	16	1,530
Maldon	41	1,563	9	1,237	35	1,095	5	813
Maryport	4	460	3	333	7	944	5	585
Middlesborough	458	56,833	453	38,762	602	81,345	708	66,499
Milford	15	2,164	19	3,165	2	413	4	1,375
Newcastle	1,858	321,954	2,381	360,766	3,325	701,291	4,133	636,670
Newhaven	30	1,503	27	2,545	15	466	19	1,257
Newport	186	24,364	223	39,595	480	88,052	307	66,780
Padstow	9	734	3	480	9	705	1	223
Penzance	60	4,170	87	12,297	45	3,642	56	9,298
Plymouth	231	24,338	143	20,808	70	6,023	61	11,062
Poole	70	5,807	60	9,414	29	2,800	38	6,178
Portsmouth	134	9,523	120	12,560	6	304	93	10,199
Preston	1	108	9	907	6	541	2	166
Ramsgate	9	921	3	490	7	662	4	580
Rochester	80	6,040	53	7,044	88	3,929	56	7,936
Runcorn	144	14,969	31	3,421	138	15,410	41	4,845
Rye	11	853	26	2,762	1	30	9	1,345
St. Ives. *See* Penzance.	—	—	—	—	—	—	—	—

SAILING VESSELS—*continued.*

	Inwards.				Outwards.			
	British.		Foreign.		British.		Foreign.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
England—*cont^d.*								
Scarborough	14	1,438	8	795	2	49	3	290
Scilly	3	761	—	—	—	—	—	—
Shields	756	152,410	356	42,342	680	113,063	229	19,406
Ditto, South								
Shoreham	65	5,149	327	19,101	28	1,846	317	17,912
Southampton	74	8,771	388	27,541	17	1,958	357	24,529
Stockton	35	5,236	125	13,968	15	1,424	34	3,637
Sunderland	1,129	217,317	1,077	164,682	1,711	3,744,444	1,389	220,779
Swansea	453	89,465	1,094	118,190	1,009	168,777	1,353	161,627
Teignmouth	30	2,454	13	1,688	13	1,234	13	1,493
Truro	14	1,214	57	14,479	20	905	37	9,539
Wells	31	2,162	23	1,240	1	68	—	—
Weymouth	51	3,725	23	2,520	3	403	9	1,157
Whitby	50	5,826	2	172	—	—	—	—
Whitehaven	8	950	18	2,463	49	4,420	7	804
Wisbeach	77	14,644	48	7,239	4	397	28	4,774
Woodbridge	8	432	6	483	2	100	10	791
Workington	- -	- -	1	98	18	1,723	—	—
Yarmouth	142	18,569	134	17,163	45	4,818	67	7,104
London	2,820	607,441	3,687	809,497	1,142	188,746	3,045	683,299
Total, England	14,391	2,679,924	18,391	3,267,473	14,562	2,813,314	20,152	3,580,998
SCOTLAND:								
Aberdeen	118	15,975	146	17,661	53	10,343	41	5,934
Alloa	27	5,670	109	13,936	25	3,209	261	24,845
Arbroath	35	5,430	30	3,668	15	2,645	3	438
*Ardrossan	9	1,408	8	774	73	16,409	49	10,416
Ayr	8	1,368	13	2,036	11	1,365	15	2,274
Banff	16	1,088	84	5,419	53	4,103	37	2,201
Borrowstoness	61	7,749	139	12,453	359	42,350	769	73,833
Campbeltown	8	924	13	1,508	- -	- -	2	268
Dumfries	3	289	5	593	—	—	—	—
Dundee	203	35,050	269	37,190	108	22,372	180	24,975
Glasgow	292	62,148	150	45,025	338	76,146	125	41,442
Grangemouth	71	9,726	504	65,162	153	18,262	488	65,921
Greenock	199	52,522	67	20,186	66	21,648	17	6,923
Inverness	22	2,107	65	7,855	47	4,301	59	6,063
Irvine (6 months)	8	1,354	20	2,498	161	32,821	84	14,146
Kirkaldy	56	10,305	115	11,450	95	11,918	463	43,710
Kirkwall	7	395	10	890	2	104	8	606
Leith	353	52,901	1,026	114,146	88	15,420	172	29,536
Lerwick	2	159	22	2,029	10	850	23	2,166
Montrose	55	8,309	139	26,491	36	6,809	134	25,932
Perth	7	902	22	2,292	2	193	—	—
Peterhead	48	8,023	70	4,463	102	12,458	61	3,803
Port Glasgow	20	5,908	8	2,853	1	310	2	531
Stornoway	8	402	6	587	75	3,726	4	231
Stranraer	- -	- -	- -	- -	- -	- -	2	503
*Troon	1	154	10	889	37	10,813	60	14,796
Wick	11	732	71	4,006	142	11,428	98	6,110
Wigtown	—	—	—	—	—	—	—	—
Total, Scotland	1,648	290,998	3,121	406,060	2,052	329,703	3,157	407,603
IRELAND:								
Ballina	8	1,163	4	589	—	—	—	—
Belfast	112	24,231	145	37,000	23	5,222	47	13,668
Coleraine	4	723	2	405	- -	- -	1	304
Cork	86	22,554	220	68,510	12	1,867	30	9,614
Drogheda	6	857	1	114	—	—	—	—
Dublin	168	30,886	177	52,207	58	10,600	85	29,969
Dundalk	6	1,424	12	1,321	2	477	2	477
Galway	15	6,172	24	7,771	1	271	9	3,160
Limerick	54	16,816	94	29,815	3	866	17	6,134
Londonderry	57	22,530	64	24,557	11	7,786	10	5,194
Newry	18	4,632	20	4,890	1	505	2	661
Ross	12	3,369	21	6,101	1	184	2	627
Skibbereen	3	758	8	1,807	- -	- -	2	546
Sligo	30	8,014	35	9,560	9	2,245	6	1,722
Strangford	- -	- -	1	236	- -	- -	2	578

* Returns from Ardrossan and Troon embrace those of the port of Irvine from 1st July.

(*continued*)

	SAILING VESSELS—*continued.*							
	Inwards.				Outwards.			
	British.		Foreign.		British.		Foreign.	
Ireland—*cont^d.*	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
Tralee	13	4,026	23	6,482	1	325	4	1,642
Waterford	50	15,732	119	35,904	2	358	9	3,310
Westport	8	1,911	10	2,059	1	314	—	—
Wexford	24	4,581	3	123	2	355	5	205
Total, Ireland	674	170,379	983	289,451	127	31,375	233	77,781
Isle of Man	5	809	28	3,495	8	1,010	25	2,789
Channel Islands	909	43,273	294	21,020	807	26,194	251	14,283
	STEAM VESSELS.							
Arundel	-	-	-	-	6	610	—	—
Bristol	11	2,843	16	2,352	7	1,815	16	2,352
Cardiff	77	35,580	4	1,291	101	48,772	7	1,657
Cowes	-	-	-	-	1	432	2	420
Dover	448	59,689	476	54,774	113	13,122	57	7,993
Folkestone	687	112,104	-	-	683	113,816	—	—
Gloucester	9	1,439	-	-	1	175	—	—
Goole	267	54,912	1	244	274	56,693	—	—
Grimsby	138	48,737	37	18,844	139	49,527	36	18,446
Hartlepool	269	95,613	8	2,313	274	98,451	8	2,915
Harwich	29	7,703	-	-	29	7,835	—	—
Hull	898	319,435	245	79,323	893	314,608	259	84,439
Ipswich	-	-	-	-	1	147	—	—
Liverpool	729	710,837	81	43,641	641	647,782	85	45,540
Llanelly	1	106	-	-	2	212	—	—
Lowestoft	7	3,117	-	-	1	147	—	—
Lynn	1	228	—	—	—	—	—	—
Middlesborough	35	6,812	1	158	50	12,482	1	158
Newcastle	170	55,101	11	5,018	200	72,953	17	6,675
Newhaven	578	78,390	-	-	588	79,780	—	—
Newport	6	2,785	-	-	25	13,470	—	—
Plymouth	34	5,451	9	1,323	11	1,196	—	—
Rye	1	497	—	—	—	—	—	—
Shields	8	3,678	-	-	17	6,115	2	471
Shoreham	2	308	—	—	—	—	—	—
Southampton	376	173,751	49	80,205	366	166,629	48	81,167
Stockton	3	1,326	—	—	—	—	—	—
Sunderland	67	26,381	50	19,095	91	38,323	52	20,282
Swansea	33	9,080	1	160	46	14,856	3	901
Weymouth	-	-	-	-	1	474	—	—
Whitby	1	375	—	—	—	—	—	—
London	2,120	762,489	536	192,439	1,804	619,523	542	192,742
Aberdeen	-	-	1	269	—	—	—	—
Alloa	2	746	-	-	3	1,119	—	—
Ardrossan	-	-	-	-	4	1,066	—	—
Dundee	9	3,400	-	-	11	4,019	—	—
Glasgow	23	6,738	3	507	137	41,341	4	1,634
Grangemouth	28	6,121	38	10,311	33	8,542	39	10,485
Greenock	14	2,989	1	303	4	827	6	6,775
Irvine	-	-	-	-	1	256	—	—
Leith	272	107,188	9	4,511	277	109,923	5	2,511
Lerwick	1	339	-	-	1	339	—	—
Port Glasgow	-	-	-	-	-	-	1	392
Stornoway	-	-	-	-	1	310	—	—
Cork	11	3,884	1	1,457	2	210	—	—
Dublin	39	10,489	1	323	—	—	—	—
Galway	1	1,625	—	—	—	—	—	—
Ross	1	672	—	—	—	—	—	—
Waterford	2	1,925	—	—	—	—	—	—
Wexford	-	-	1	504	2	354	—	—
Total	7,408	2,724,883	1,580	519,365	6,841	2,548,251	1,190	487,955
Isle of Man	—	—	—	—	—	—	—	—
Channel Islands	260	24,886	78	3,588	253	22,938	79	3,634

General Register and Record Office of Shipping and Seamen,
London, 25 May 1864.

John J. Mayo,
Registrar-General of Shipping and Seamen.

A[…]d *Channel Islands* (including their Repeated Voyages), in the Coasting, Colonial, and Foreign Trades, […]ssels.

ENGL[…]	Foreign.			Total Inwards.				Total Outwards.			
	[…]ls.	Steam Vessels.		British.		Foreign.		British.		Foreign.	
				Sailing and Steam Vessels.		Sailing and Steam Vessels.		Sailing and Steam Vessels.		Sailing and Steam Vessels.	
	[…]ns.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
Aberystwit[…]	924	–	–	712	39,076	9	1,709	391	23,977	4	924
Arundel -	,060	–	–	470	40,252	22	2,062	151	8,534	9	1,060
Barnstaple	-	–	–	1,276	60,610	6	991	408	23,963	—	—
Beaumaris	79	–	–	2,246	299,923	2	319	662	141,731	1	79
Berwick -	,806	–	–	439	24,605	55	6,667	202	11,719	17	2,806
Bideford -	131	–	–	837	39,961	1	131	225	15,248	1	131
Boston -	626	–	–	616	29,967	30	3,139	349	20,059	8	626
Bridgwater	545	–	–	3,622	169,939	29	4,621	1,362	69,198	4	545
Bridport -	406	–	–	114	10,690	3	406	20	1,533	3	406
Bristol -	,962	16	2,352	7,023	633,577	426	103,813	4,431	466,538	84	23,314
Caernarvon	400	–	–	1,626	102,539	5	626	422	33,881	2	400
Cardiff -	,592	8	2,045	3,376	383,644	1,506	309,984	9,460	1,162,763	2,882	659,637
Cardigan -	-	–	–	529	14,684	–	- -	52	1,610	—	—
Carlisle -	,322	–	–	360	54,748	11	3,662	566	66,078	9	3,322
Chepstow -	-	–	–	423	15,350	1	78	332	14,008	—	—
Chester -	,129	–	–	1,289	66,919	5	1,247	1,387	74,022	4	1,129
Colchester	,045	–	–	620	44,531	14	1,203	299	13,434	12	1,045
Cowes -	,495	2	420	705	43,376	8	1,248	195	6,865	20	1,915
Dartmouth	441	–	–	755	46,172	9	1,272	378	19,483	1	441
Deal -	,231	–	–	172	12,231	22	1,852	82	5,053	11	1,231
Dover -	934	57	7,993	962	105,902	515	60,555	279	21,667	63	8,927
Exeter -	,855	–	–	600	63,045	41	6,228	170	10,563	21	3,855
Falmouth -	,725	–	–	830	88,361	60	6,033	307	20,884	18	2,725
Faversham	335	–	–	1,713	130,656	3	115	1,045	42,062	7	335
Fleetwood	,269	–	–	778	180,295	9	4,059	610	161,413	10	4,269
Folkestone	490	–	–	974	145,179	5	880	687	113,987	3	490
Fowey -	,188	–	–	1,069	75,042	59	5,854	786	58,269	119	10,188
Gainsborou[…]	497	–	–	162	7,982	20	1,590	365	17,195	7	497
Gloucester	,910	–	–	1,340	102,611	505	80,273	3,559	148,277	74	14,910
Goole -	,737	–	–	1,739	151,542	35	4,100	1,752	144,111	26	2,737
Grimsby -	,943	36	18,446	459	82,762	519	112,461	556	100,688	475	102,389
Hartlepool	,314	8	2,915	1,269	252,168	1,188	140,599	7,244	1,068,230	1,703	189,229
Harwich -	,756	–	–	598	46,201	36	3,574	418	25,137	60	3,756
Hull - -	,600	259	84,439	2,648	574,789	1,430	285,489	2,520	545,415	1,240	258,039
Ipswich -	,682	–	–	1,132	94,581	114	14,096	910	51,959	78	7,682
Lancaster -	,530	–	–	1,657	176,555	35	6,372	1,791	195,465	15	2,530
Liverpool -	,115	85	45,540	11,076	3,563,082	1,255	638,652	11,985	3,427,137	1,261	617,655
Llanelly -	,704	–	–	1,691	129,217	413	29,516	2,611	200,799	455	31,704
Lowestoft -	,215	–	–	832	86,355	92	14,808	178	11,820	38	8,215
Lyme -	-	–	–	123	7,541	1	101	38	1,842	—	—
Lynn -	,885	–	–	1,177	101,600	75	6,593	453	30,896	21	1,885
Maldon -	813	–	–	1,141	71,868	9	1,237	985	42,511	5	813
Maryport -	585	–	–	387	33,977	3	333	3,098	272,394	5	585
Middlesbor[…]	,700	1	158	784	110,421	459	39,429	2,547	276,062	712	66,858
Milford -	,900	–	–	1,184	197,082	23	4,961	1,386	143,393	5	1,900
Newcastle -	,927	18	7,221	4,474	687,814	2,583	399,477	14,037	2,449,715	4,204	664,148
Newhaven	,257	–	–	972	126,015	27	2,545	701	89,352	19	1,257
Newport -	,105	–	–	2,397	211,731	228	40,462	7,348	555,014	332	80,105
Padstow -	424	–	–	721	35,623	3	480	338	18,569	2	424
Penzance -	,298	–	–	2,535	241,543	87	12,297	1,054	97,373	56	9,298
Plymouth	,518	–	–	3,477	467,979	159	24,474	1,943	298,569	66	13,518
Poole -	,178	–	–	630	52,879	60	9,414	305	17,041	38	6,178
Portsmouth	,199	–	–	1,353	132,648	123	13,853	926	31,516	93	10,199
Preston -	915	–	–	483	28,537	9	907	563	30,843	9	915
Ramsgate -	580	–	–	454	36,283	3	490	40	3,580	4	580
Rochester -	,936	–	–	2,885	291,979	56	8,854	1,412	55,004	56	7,936
Runcorn -	,197	–	–	1,164	74,457	33	3,656	2,860	175,186	44	5,197
Rye - -	,345	–	–	499	38,533	26	2,762	46	2,913	9	1,345
Scarboroug[…]	290	–	–	369	20,192	8	795	27	1,072	3	290
Scilly -	-	–	–	198	12,367	–	- -	186	10,495	—	—
Shields -	,406	2	471	1,267	230,893	477	66,392	1,598	223,858	231	19,877
Shoreham -	,197	–	–	709	104,018	327	19,101	113	7,327	318	18,197
Southampto[…]	,900	48	81,167	2,347	458,979	440	108,752	1,561	280,416	409	106,067
Stockton -	,707	–	–	323	37,665	126	14,322	216	26,817	35	3,707
Sunderland	,261	52	20,282	2,559	386,894	1,149	191,313	13,060	2,092,497	1,470	259,543
Swansea -	,874	3	901	4,585	459,797	1,098	118,936	7,272	697,455	1,404	177,775
Teignmouth	,493	–	–	596	52,699	13	1,688	170	12,385	13	1,493
Truro -	,515	–	–	823	71,922	57	14,479	518	50,096	41	11,515
Wells -	-	–	–	524	26,880	23	1,240	283	14,851	—	—
Weymouth	,157	–	–	464	45,744	24	3,044	177	23,113	9	1,157

(continued)

A RETURN of the Number and Tonnage of Sailing Vessels Registered at each of the Ports of the Colonies of the United Kingdom respectively, distinguishing those under and those above Fifty Tons Register, on the 31st day of December 1863:—A similar Return of Steam Vessels and their Tonnage.

	Sailing Vessels.				Steam Vessels.			
	Of and under 50 Tons.		Above 50 Tons.		Of and under 50 Tons.		Above 50 Tons.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
Europe:								
Malta	52	863	124	28,217	—	—	—	—
Gibraltar	35	870	37	8,696	2	33	2	465
Africa:								
Sierra Leone	26	445	13	2,151	1	38	—	—
Bathurst	13	325	14	1,757	—	—	—	—
Cape of Good Hope	15	474	52	11,887	-	-	2	209
Mauritius	74	2,336	85	22,586	-	-	2	154
Asia:								
Bombay	4	102	142	37,532	1	38	13	2,313
Calcutta	-	-	89	49,610	2	70	25	5,523
Cochin	-	-	35	10,542	—	—	—	—
Coringa	-	-	5	1,415	—	—	—	—
Madras	-	-	10	2,051	—	—	—	—
Penang	1	40	35	7,422	—	—	—	—
Singapore	15	526	120	33,717	—	—	—	—
Ceylon	217	7,269	179	14,088	—	—	—	—
Moulmein	-	-	4	1,652	—	—	—	—
Hong Kong	-	-	20	7,544	-	-	9	3,350
Australia:								
Sydney	211	5,563	280	47,642	21	500	50	9,695
Melbourne	143	3,853	315	51,713	13	360	16	1,608
Hobart Town	92	2,445	93	16,729	1	29	5	900
Launceston	26	676	10	1,646	1	46	5	733
Adelaide	28	738	41	7,237	2	71	9	1,340
Fremantle	21	456	4	819	2	36	—	—
New Zealand	234	5,406	43	5,123	4	101	11	964
America (British Northern Colonies):								
Newfoundland	827	25,545	599	63,798	1	28	2	232
Canada	369	12,297	584	90,151	28	985	95	22,882
New Brunswick	348	8,888	513	200,496	14	370	16	1,926
Nova Scotia and Cape Breton.	1,913	53,687	1,570	265,172	4	136	7	1,191
Prince Edward Island	132	3,665	201	35,052	—	—	—	—
British West Indies:								
Antigua	49	698	7	441	—	—	—	—
Barbadoes	18	622	23	3,071	—	—	—	—
Dominica	9	151	1	59	—	—	—	—
Grenada	33	405	2	186	—	—	—	—
Jamaica	85	2,123	33	3,912	—	—	—	—
Montserrat	-	-	3	171	—	—	—	—
Nevis	2	29	—	—	—	—	—	—
St. Christopher	20	337	10	1,251	—	—	—	—
St. Lucia	7	189	1	250	—	—	—	—
St. Vincent	39	571	7	797	—	—	—	—
Tobago	1	13	1	57	—	—	—	—
Tortola	13	123	4	376	—	—	—	—
Trinidad	49	789	6	566	—	—	—	—
Bahamas	322	6,723	211	32,631	1	26	12	3,818
Bermuda	5	149	43	7,462	—	—	—	—
Demerara	36	987	11	978	—	—	—	—
Berbice	17	300	2	133	—	—	—	—
Ruatan	16	207	1	183	—	—	—	—
Belize	34	717	7	614	—	—	—	—

General Register and Record Office of Shipping and Seamen, London, 25 May 1864.

John J. Mayo,
Registrar General of Shipping and Seamen.

A RETURN of the NUMBER and TONNAGE of NEW VESSELS Built in the United Kingdom, and at each of the British Possessions respectively (distinguishing Timber from Iron, and Steam from Sailing Vessels), and Registered as British Ships, in the Year 1863.

	Sailing Vessels.				Steam Vessels.			
	Timber.		Iron.		Timber.		Iron.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
United Kingdom:								
England	610	116,503	94	74,212	38	2,073	126	60,539
Scotland	118	28,239	43	28,437	1	41	105	39,967
Ireland	11	1,220	5	4,425	-	-	9	5,331
Total for United Kingdom	739	145,962	142	107,074	39	2,114	240	105,837
British Possessions:								
Channel Islands	33	3,047	—	—	—	—	—	—
Gibraltar	1	5	—	—	—	—	—	—
Malta	1	237	—	—	—	—	—	—
North American Provinces	604	220,653	-	-	8	1,640	—	—
West Indies	38	540	—	—	—	—	—	—
Australia and New Zealand	59	2,652	-	-	10	494	—	—
East Indies and Singapore	17	4,109	-	-	1	1,598	—	—
Ceylon	9	511	—	—	—	—	—	—
Mauritius	1	24	—	—	—	—	—	—
Cape of Good Hope	7	179	—	—	—	—	—	—
Total for British Possessions	770	231,957	-	-	19	3,732	—	—
Total for United Kingdom and British Possessions	1,509	377,919	142	107,074	58	5,846	240	105,837

General Register and Record Office of Shipping and Seamen, London, 25 May 1864.

John J. Mayo,
Registrar General of Shipping and Seamen.

A RETURN of the Number of Vessels, with their Tonnage (distinguishing Timber from Iron, and Steam from Sailing Vessels), that were Registered in the United Kingdom as new Ships in the Year 1863.

	Timber.		Iron.	
	Vessels.	Tons.	Vessels.	Tons.
Sailing Vessels	1,088	406,297	144	108,698
Steam Vessels	41	4,116	241	107,645
Total	1,129	410,413	385	216,343

Note.—This Return includes Vessels bought of Foreigners.

General Register and Record Office of Shipping and Seamen, London, 25 May 1864.

John J. Mayo, Registrar General of Shipping and Seamen.

A RETURN of Vessels Sold and Transferred in the United Kingdom, in the Year 1863, distinguishing Steam from Sailing Vessels.

	Vessels.	Tons.
Sailing Vessels	1,359	318,002
Steam Vessels	181	45,372
Total	1,540	363,374

General Register and Record Office of Shipping and Seamen, London, 25 May 1864.

John J. Mayo, Registrar General of Shipping and Seamen.

A RETURN of Vessels Wrecked in the Year 1863, belonging to the United Kingdom.

	Vessels.	Tons.
Sailing Vessels	705	160,361
Steam Vessels	32	11,830
Total	737	172,191

General Register and Record Office of Shipping and Seamen, London, 25 May 1864.

John J. Mayo, Registrar General of Shipping and Seamen.

A RETURN of Vessels Broken up in the Year 1863, belonging to the United Kingdom.

	Vessels.	Tons.
Sailing Vessels	97	8,831
Steam Vessels	34	4,555
Total	131	13,386

General Register and Record Office of Shipping and Seamen, London, 25 May 1864.

John J. Mayo, Registrar General of Shipping and Seamen.

A RETURN of the Number of Colonial-built Vessels, and their Tonnage, Registered at each of the Ports of the United Kingdom, in the Year 1863; distinguishing the Number and Tonnage of each Colony respectively.

	Canada.		New Brunswick.		Nova Scotia and Cape Breton.		Prince Edward Island.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
London	1	779	2	2,232	1	577	4	708
Bideford	–	–	–	–	–	–	1	222
Bristol	–	–	1	1,241	–	–	–	–
Liverpool	7	7,608	20	20,845	2	768	2	432
Newport	–	–	–	–	1	175	–	–
Padstow	–	–	–	–	–	–	1	198
Plymouth	–	–	–	–	–	–	3	570
Portsmouth	–	–	–	–	–	–	1	196
Sunderland	–	–	–	–	1	131	–	–
Glasgow	2	1,682	–	–	–	–	–	–
Belfast	–	–	1	445	–	–	–	–
Total	10	10,069	24	24,763	5	1,651	12	2,326

General Register and Record Office of Shipping and Seamen,
London, 25 May 1864.

John J. Mayo,
Registrar General of Shipping and Seamen.

A RETURN of the Number of Foreign-built Vessels, and their Tonnage, Registered at each of the Ports of the United Kingdom, in the Year 1863.

	Vessels.	Tons.		Vessels.	Tons.
London	86	66,019	Ramsgate	1	376
Berwick	1	50	Rochester	4	130
Bridgwater	1	87	Rye	2	238
Bristol	4	1,769	Scilly	1	83
Cardiff	8	2,796	Shields	1	74
Chester	1	122	Shields, South	2	953
Colchester	1	71	Southampton	2	140
Cowes	1	130	Sunderland	2	776
Falmouth	1	462	Swansea	1	211
Faversham	2	236	Yarmouth	1	29
Gloucester	1	604	Aberdeen	4	1,575
Grimsby	1	177	Ardrossan	1	927
Hartlepool	2	268	Dundee	5	3,859
Hartlepool West	1	235	Glasgow	11	5,763
Harwich	1	257	Grangemouth	1	256
Hull	1	680	Greenock	2	2,429
Ipswich	1	80	Leith	2	81
Lancaster	1	540	Port Glasgow	1	370
Liverpool	118	119,527	Belfast	3	919
Llanelly	1	520	Dublin	2	1,394
Maldon	1	140	Limerick	1	229
Newcastle	2	846	Newry	3	2,389
Newport	2	1,047	Sligo	2	542
Plymouth	5	2,788			
Preston	1	29	Total	300	223,223

General Register and Record Office of Shipping and Seamen,
London, 25 May 1864.

John J. Mayo,
Registrar General of Shipping and Seamen,

A RETURN of the SHIPPING employed in the Trade of the United Kingdom, exhibiting the Number and Tonnage of Vessels that entered Inwards and cleared Outwards (including their repeated Voyages), separating British from Foreign Vessels, also Steam from Sailing Vessels, and distinguishing the Trade with each Country, in the Year 1863.

COUNTRIES.		INWARDS.				OUTWARDS.			
		BRITISH.		FOREIGN.		BRITISH.		FOREIGN.	
		Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
Russia	Steam	162	95,096	24	16,366	173	99,959	29	18,976
	Sailing	1,534	333,871	1,780	359,128	1,277	271,495	1,068	198,835
Sweden	Steam	99	44,423	40	12,919	74	34,338	35	10,192
	Sailing	359	69,195	2,070	390,990	262	46,835	1,533	284,136
Norway	Steam	20	6,636	19	7,097	23	7,667	43	11,821
	Sailing	268	18,681	2,238	390,304	192	17,037	2,147	394,636
Denmark	Steam	106	53,075	19	5,289	38	13,618	45	15,210
	Sailing	189	33,707	2,002	164,431	489	86,649	5,006	573,824
Prussia	Steam	249	104,769	68	21,726	252	108,648	64	21,231
	Sailing	788	104,128	1,953	365,823	811	111,827	1,907	355,987
Germany	Steam	796	298,943	351	206,305	803	300,883	311	131,031
	Sailing	1,316	255,529	2,020	238,414	1,296	231,804	2,024	221,078
Holland	Steam	1,139	349,386	272	75,476	1,003	294,581	232	64,877
	Sailing	1,225	179,957	1,393	184,023	1,093	151,667	534	42,465
Belgium	Steam	655	161,263	250	52,085	626	158,942	137	34,601
	Sailing	671	74,529	709	145,191	586	45,299	71	11,017
Channel Islands	Steam	529	86,901	–	– –	506	84,282	–	–
	Sailing	1,287	122,745	44	4,572	921	67,033	2	275
France	Steam	3,210	694,896	409	57,997	2,912	648,647	95	25,994
	Sailing	4,843	566,652	5,307	520,711	4,833	575,011	4,462	333,647
Portugal	Steam	154	69,360	6	3,046	163	62,141	1	392
	Sailing	1,017	130,986	227	35,701	714	103,675	305	52,256
Spain	Steam	103	39,091	114	54,543	73	32,011	129	63,171
	Sailing	955	171,273	394	73,631	1,660	317,523	910	162,349
Gibraltar	Steam	49	31,423	–	– –	58	35,195	3	1,200
	Sailing	26	4,552	3	495	256	45,122	32	9,151
Italian States	Steam	160	120,096	2	1,804	189	155,627	11	5,559
	Sailing	500	78,276	239	54,849	733	154,290	1,171	304,101
Malta	Steam	9	5,287	–	– –	25	26,999	–	–
	Sailing	17	4,723	4	1,037	140	43,715	104	33,638
Ionian Islands	Steam	22	12,335	–	– –	10	6,811	–	–
	Sailing	59	8,269	2	278	61	12,786	32	9,718
Greece	Steam	18	11,398	1	518	3	1,429	–	–
	Sailing	59	8,757	4	716	28	6,347	36	10,649
Turkey	Steam	74	77,049	2	1,329	77	77,277	2	420
	Sailing	403	102,093	304	94,561	229	53,735	224	66,124
Wallachia and Moldavia	Steam	3	1,202	–	– –	2	1,556	–	–
	Sailing	85	16,517	192	40,526	31	5,272	25	3,647
Syria	Steam	3	2,221	–	– –	2	1,604	–	–
	Sailing	22	5,841	8	2,136	19	5,135	10	2,501
Africa	Steam	189	189,188	2	1,429	143	140,433	4	1,830
	Sailing	742	222,452	257	72,950	843	260,582	444	130,152
Asia	Steam	14	16,603	–	– –	47	28,464	–	–
	Sailing	1,196	938,893	178	135,054	1,783	1,379,418	371	224,647
America: British Northern Colonies	Steam	50	58,901	1	663	53	57,829	–	–
	Sailing	1,921	1,064,103	398	191,319	1,563	832,594	166	72,511
British West Indies	Steam	16	10,034	–	– –	77	31,072	–	–
	Sailing	856	266,399	73	25,583	785	237,357	71	20,543
Foreign West Indies	Steam	29	46,579	–	– –	45	56,697	–	–
	Sailing	351	106,882	287	80,310	386	125,498	445	127,356
United States	Steam	208	332,614	1	1,436	206	326,786	49	82,247
	Sailing	489	271,724	749	600,390	407	265,137	687	603,280
Central and Southern States	Steam	32	33,101	–	– –	31	30,440	3	403
	Sailing	843	307,409	341	132,766	873	298,322	469	155,526
Falkland Islands	Steam	–	–	–	– –	–	–	–	–
	Sailing	2	500	–	– –	6	1,838	1	220
Whale Fisheries	Steam	9	3,381	–	– –	12	4,163	–	–
	Sailing	21	6,252	–	– –	30	8,144	–	–
TOTAL		30,151	8,430,146	24,757	4,825,917	20,933	8,589,246	25,450	4,893,424

General Register and Record Office of Shipping and Seamen,
London, 25 May 1864.

John J. Mayo,
Registrar General of Shipping and Seamen.

SHIPPING.

RETURNS of the Number and Tonnage of SAILING and STEAM VESSELS Registered at each Port of the United Kingdom, &c.; SHIPPING Entered and Cleared; SHIPS Built, Registered, &c.—(In continuation of Parliamentary Paper, No. 290, of Sess. 1863.)

(*Mr. Ingham.*)

Ordered, by The House of Commons, *to be Printed,*
30 *May* 1864.

Under 3 *oz.*

RETURN of British Ships employed in the Trade of the United Kingdom in the Years 1859, 1860, 1861, 1862, and 1863 (not including repeated Voyages).

Note.—These Returns embrace Vessels belonging to the Channel Islands, but not Vessels registered in the British Plantations.

1.—Return of the Number and Tonnage of British Registered Vessels employed, solely as Home Trade Ships, in the Years 1859, 1860, 1861, 1862, and 1863, with the Number of Men employed, distinguishing Sailing Vessels from Steamers.

Years.	SAILING VESSELS.			STEAM VESSELS.		
	Number of Vessels.	Tonnage.	Number of Men.	Number of Vessels.	Tonnage.	Number of Men.
1859 - -	10,035	777,422	35,545	374	90,867	6,377
1860 - -	10,848	821,079	39,163	402	92,254	6,416
1861 - -	11,060	832,771	39,626	448	102,795	7,024
1862 - -	10,481	771,326	36,514	434	104,020	6,892
1863 - -	10,677	752,589	36,720	456	107,003	7,095

2.—Return of the Number and Tonnage of British Registered Vessels employed, partly as Home Trade Ships and partly as Foreign-going Ships, in the Years 1859, 1860, 1861, 1862, and 1863, with the Number of Men employed, distinguishing Sailing Vessels from Steamers.

Years.	SAILING VESSELS.			STEAM VESSELS.		
	Number of Vessels.	Tonnage.	Number of Men.	Number of Vessels.	Tonnage.	Number of Men.
1859 - -	848	132,768	5,229	59	21,123	1,202
1860 - -	1,366	226,556	8,700	80	29,803	1,731
1861 - -	1,326	219,522	8,443	72	24,924	1,255
1862 - -	1,483	246,479	9,388	89	29,463	1,664
1863 - -	1,720	284,413	10,831	90	33,547	1,693

3.—RETURN of the Number and Tonnage of BRITISH REGISTERED VESSELS employed, solely as FOREIGN-GOING SHIPS, in the Years 1859, 1860, 1861, 1862, and 1863, and the Number of MEN employed.

Years.	SAILING VESSELS.			STEAM VESSELS.		
	Number of Vessels.	Tonnage.	Number of Men.	Number of Vessels.	Tonnage.	Number of Men.
1859 - -	7,792	2,969,402	105,434	462	277,527	18,719
1860 - -	6,876	2,804,610	97,624	447	277,437	17,958
1861 - -	6,902	2,866,218	96,880	477	313,465	18,729
1862 - -	7,095	2,993,696	100,145	510	328,310	19,260
1863 - -	7,360	3,246,526	106,100	574	371,201	22,288

4.—AGGREGATE RETURNS 1, 2, and 3, showing the TOTAL NUMBER of BRITISH REGISTERED VESSELS employed in Trading in, from, and to *Great Britain* and *Ireland*, in the Years 1859, 1860, 1861, 1862, and 1863, with their TONNAGE and Number of MEN.

Years.	SAILING VESSELS.			STEAM VESSELS.*		
	Number of Vessels.	Tonnage.	Number of Men.	Number of Vessels.	Tonnage.	Number of Men.
1859 - -	18,675	3,879,592	146,208	895	389,517	26,298
1860 - -	19,090	3,852,245	145,487	929	399,494	26,105
1861 - -	19,288	3,918,511	144,949	997	441,184	27,008
1862 - -	19,059	4,011,501	146,047	1,033	461,793	27,816
1863 - -	19,757	4,283,528	153,651	1,120	511,751	31,076

* River Steamers are not included in this Return.

5.—TOTAL SAILING VESSELS and STEAMERS together.

Years.	Number of Vessels.	Tonnage.	Number of Men employed exclusive of Masters.
1859 - - -	19,570	4,269,109	172,506
1860 - - -	20,019	4,251,739	171,592
1861 - - -	20,285	4,359,695	171,957
1862 - - -	20,092	4,473,294	173,863
1863 - - -	20,877	4,795,279	184,727

NOTES.

HOME-TRADE ships are ships trading on the coasts of the United Kingdom, or to ports within the limits of the River Elbe and Brest; foreign-going ships are ships trading beyond those limits.

In the above return of foreign-going ships it is possible that some ships may be included which have now ceased to exist, or are no longer employed as British ships; but such ships have, whenever found possible to ascertain the fact, been struck off; and in no case has any ship been included which has not been reported as a foreign-going ship within four years.

No home-trade ship is included which has not been reported within one year.

In the above return of men employed, masters are not included; a very small deduction ought, however, to be made for the case of men who, after being discharged from one ship, join another immediately, the former vessel remaining in port.

(signed) *J. Mayo,*
Registrar-General.

General Register
and Record Office of Shipping and Seamen,
Adelaide-place, London, 21 March 1864.

SHIPPING.

RETURN of British Ships employed in the Trade of the United Kingdom in the Years 1859, 1860, 1861, 1862, and 1863 (in continuation of a Return dated 14th March 1860).

(Presented to Parliament by Her Majesty's Command.)

Ordered, by The House of Commons, *to be Printed,*
13 *April* 1864.

199.

Under 1 *oz.*

SHIPPING.

RETURN to an Order of the Honourable The House of Commons, dated 26 February 1864;—*for*,

RETURNS "of the NUMBER and TONNAGE of BRITISH, AMERICAN, and FOREIGN (other than American) SHIPS Entered and Cleared in the UNITED KINGDOM, with CARGOES only, in each of the last Six Years, with the Per-centage of Increase or Decrease in each Year:"

"And, of the NUMBER and TONNAGE of AMERICAN VESSELS transferred to BRITISH REGISTRY in any of the Years included in the foregoing Return."

RETURN of the NUMBER and TONNAGE of BRITISH, AMERICAN and FOREIGN (other than American) SHIPS Entered and Cleared in the UNITED KINGDOM, with CARGOES only, in each of the last Six Years, with the Per-centage of Increase or Decrease in each Year.

YEARS.	ENTERED.						CLEARED.					
	BRITISH.		AMERICAN.		OTHER FOREIGN.		BRITISH.		AMERICAN.		OTHER FOREIGN.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
1858 - - -	19,260	5,234,424	1,280	1,188,360	14,061	2,394,753	23,494	5,879,906	1,307	1,228,941	18,066	2,833,577
1859 - - -	19,915	5,391,925	1,112	1,076,989	15,268	2,621,729	23,704	6,222,746	1,148	1,091,704	18,260	2,929,513
Per-centage, Increase (+) or Decrease (—) over previous year - -	(+) 3·40	(+) 3	(—) 13·13	(—) 9·38	(+) 8·58	(+) 9·47	(+) 0·89	(+) 5·83	(—) 12·17	(—) 11·17	(+) 1·07	(+) 3·38
1860 - - -	20,083	5,760,537	1,419	1,362,202	16,858	2,932,242	23,719	6,338,917	1,464	1,372,179	19,299	3,051,841
Per-centage, Increase (+) or Decrease (—) over previous year - -	(+) 0·85	(+) 6·83	(+) 27·60	(+) 26·47	(+) 10·41	(+) 11·84	(+) 0·06	(+) 2·18	(+) 27·52	(+) 25·68	(+) 5·69	(+) 4·17
1861 - - -	21,057	6,307,737	1,937	1,650,832	14,588	2,646,610	26,470	6,841,808	1,580	1,369,237	20,431	3,108,759
Per-centage, Increase (+) or Decrease (—) over previous year - -	(+) 4·82	(+) 9·49	(+) 36·53	(+) 21·11	(—) 13·42	(—) 9·75	(+) 11·61	(+) 7·39	(+) 7·92	(—) 0·22	(+) 5·86	(+) 1·60
1862 - - -	22,365	6,591,654	1,318	1,177,456	16,456	2,971,698	27,070	7,400,454	1,179	1,056,621	20,716	3,252,774
Per-centage, Increase (+) or Decrease (—) over previous year - -	(+) 6·21	(+) 4·50	(—) 31·96	(—) 28·68	(+) 12·80	(+) 12·28	(+) 2·26	(+) 8·16	(—) 25·38	(—) 22·83	(+) 1·39	(+) 4·63
1863 - - -	23,773	7,299,417	681	692,337	17,459	3,146,192	27,624	7,951,797	627	647,463	20,146	3,287,087
Per-centage, Increase (+) or Decrease (—) over previous year - -	(+) 6·29	(+) 10·74	(—) 48·34	(—) 41·21	(+) 6·09	(+) 5·87	(+) 2·01	(+) 7·45	(—) 46·82	(—) 38·73	(—) 2·27	(+) 1·05

AN ACCOUNT of the NUMBER and TONNAGE of AMERICAN (United States) VESSELS Registered in the UNITED KINGDOM, and at Ports of BRITISH NORTH AMERICA, during the last Six Years respectively, viz., 1858 to 1863 inclusive.

REGISTERED.	UNITED KINGDOM.		BRITISH NORTH AMERICA.		TOTAL.	
	Vessels.	Tonnage.	Vessels.	Tonnage.	Vessels.	Tonnage.
In the year 1858 - - -	18	11,151	15	1,533	33	12,684
„ 1859 - - -	28	17,894	21	3,414	49	21,308
„ 1860 - - -	17	11,716	24	1,967	41	13,683
„ 1861 - - -	91	66,150	35	5,523	126	71,673
„ 1862 - - -	96	61,208	39	3,370	135	64,578
„ 1863 - - -	238	206,448	110	46,131	348	252,579
TOTAL for the Six Years -	488	374,567	244	61,938	732	436,505

SHIPPING.

RETURNS of the NUMBER and TONNAGE of BRITISH, AMERICAN, and FOREIGN (other than American) SHIPS Entered and Cleared in the UNITED KINGDOM, with CARGOES only, in each of the last Six Years, with the Per-centage of Increase or Decrease in each Year:—And, of the NUMBER and TONNAGE of AMERICAN VESSELS transferred to BRITISH REGISTRY in any of the Years included in the foregoing Return.

(*Sir Stafford Northcote.*)

Ordered, by The House of Commons, *to be Printed,*
17 *March* 1864.

RETURN to an Order of the Honourable The House of Commons, dated 12 May 1864;—*for*,

A RETURN "showing the Number of VESSELS and TONNAGE entered Inwards and cleared Outwards at each of the Twelve principal Ports of the United Kingdom; also, the Official and Declared Value of Imports and Exports for each of the said Ports, during the Year 1863 (in continuation of Parliamentary Paper, No. 530, of Session 1863)."

RETURN showing the Number of VESSELS and TONNAGE entered Inwards and cleared Outwards at each of the Twelve principal Ports of the United Kingdom, during the Year 1863.

PORTS.	ENTERED INWARDS.		CLEARED OUTWARDS.	
	Vessels.	Tons.	Vessels.	Tons.
London	11,608	3,441,519	8,167	2,590,821
Liverpool	4,682	2,658,732	4,604	2,643,391
Hull	2,959	723,901	2,238	591,301
Bristol	954	242,879	263	84,910
Newcastle	4,492	762,164	8,046	1,506,268
Southampton	1,209	355,515	1,124	344,667
Leith	1,691	291,721	588	178,845
Glasgow	626	188,303	928	317,128
Greenock	476	181,770	268	125,271
Dublin	478	135,566	196	72,684
Cork	375	115,634	93	28,691
Belfast	318	87,401	106	36,326
TOTAL	29,868	9,185,105	26,621	8,520,303

General Register and Record Office of Shipping and Seamen, London, 18 May 1864.

J. J. Mayo, Registrar-General.

STATEMENT of the Official and Declared Value of IMPORTS and EXPORTS for each of the Twelve principal Ports of the United Kingdom, during the Year 1863.

	Declared Value of British and Irish Produce and Manufactures Exported from the respective Ports to Foreign Countries and British Possessions Abroad, in the Year 1863.
	£.
London	36,211,510
Liverpool	65,154,232
Hull	13,556,254
Bristol	341,674
Newcastle	1,894,281
Southampton	4,071,991
Leith	1,552,899
Glasgow	6,770,368
Greenock	455,021
Dublin	38,196
Cork	108,102
Belfast	12,041
Aggregate of the Twelve Ports £.	130,166,569

Note.—The foregoing Statement, embracing a portion only of the information required by the Honourable House, is respectfully submitted as the best Return that can be made to their Order. The *Official* Value, whether of Imports or of Exports, is of necessity wholly excluded from it; this Value, which is obtained by calculation from certain fixed rates applied to the quantities of the various commodities, being computed only on the Importations and Exportations of the kingdom at large. *The Declared Value of British and Irish Produce and Manufactures Exported*, being collected from the merchants' entries, is ascertainable for each Port individually, and is accordingly exhibited.

Of the Trade carried on under Coasting Regulations, between Port and Port of the United Kingdom, there is no official record.

Office of the Inspector-General of Imports and Exports, Custom House, London, 20 June 1864.

John A. Messenger.

VESSELS AND TONNAGE, &c.

RETURN showing the Number of VESSELS and TONNAGE entered Inwards and cleared Outwards at each of the Twelve principal Ports of the United Kingdom; also, the Official and Declared Value of IMPORTS and EXPORTS, for each of the said Ports, during the Year 1863 (in continuation of Parliamentary Paper, No. 530, of Session 1863).

(*Mr. Horsfall.*)

Ordered, by The House of Commons, *to be Printed*, 22 *June* 1864.

RETURN to an Order of the Honourable The House of Commons, dated 21 April 1864;—*for*,

A RETURN "of the Number and Tonnage of AMERICAN (UNITED STATES) VESSELS Sold and Transferred to British Subjects in the Year 1863; with the Names of the Parties (Sellers and Purchasers); also stating whether the Ships so Transferred were afterwards (wholly, or in part) Mortgaged, and if so, whether the Mortgagees were British Subjects or Foreigners."

NAME of SHIP.	Tonnage.	NAME and ADDRESS of OWNER.	Particulars, if Mortgaged.
Tornado - - - - (and her foreign name is the same as she now bears.)	1,721	Henry Threlfal Wilson and James Chambers, both of Liverpool, county of Lancaster, merchants, joint owners.	Not mortgaged.
Meerschaum - - - - (and her foreign name is "Harvest Queen.")	1,122	Arnold de Beer Baruchson, of Liverpool, county of Lancaster, merchant.	Not mortgaged.
Golden Age - - - - (and her foreign name is "Ella A. Clarke.")	1,068	Joseph Greaves, of Liverpool, county of Lancaster merchant.	Mortgage, dated 25th June 1863, for sums due on an account current, and interest, to Thomas Brittain Forwood and Arthur Bower Forwood, both of Liverpool, county of Lancaster, merchants, joint mortgagees.
Charmer - - - - (and her foreign name is the same as she now bears.)	1,048	William Hughes Daunt, 34 shares; and James Walker, 30 shares; both of Liverpool, county of Lancaster, merchants.	Not mortgaged.
Forest Queen - - - (and her foreign name is the same as she now bears.)	648	Carruthers Charles Johnston, 32 shares; Thomas Burnard Gunston, 32 shares; both of Liverpool, county of Lancaster, merchants.	Not mortgaged.
Coburg - - - - - (and her foreign name is "R. B. Sumner.")	1,057	John Robinson, of Liverpool, county of Lancaster, gentleman.	Not mortgaged.
Sarah - - - - - (and her foreign name is "Alice.")	353	Samuel Gardner, of Liverpool, county of Lancaster, merchant.	Not mortgaged.
Hypatia - - - - (and her foreign name is "Florence.")	869	William Henry Jones, 32 shares; John Samuel M'Knight, 32 shares; both of Liverpool, in the county of Lancaster, merchants.	Not mortgaged.
Clara Ewen - - - -	282	Charles Findlater, of London, county of Middlesex, master mariner— Who transfers his interest to Alexander Robinson, of Dublin, county of Dublin, merchant.	Mortgage, dated 11th May 1863, for sums due on account current to Robert Rankin, the younger, of Liverpool, in the county of Lancaster, merchant; subsequently discharged. Mortgage, dated 17th November 1863, for sums due on account current to Charles Walford Kellock, of Liverpool, in the county of Lancaster, broker; who sells under the mortgage.
Berlin - - - - - (and her foreign name is the same as she now bears)	848	Josiah Jones, the younger, of Liverpool, in the county of Lancaster, ship-builder— Who transfers his interest to William Nicolas de Mattos, of 27, Leadenhall-street, city of London, merchant.	Mortgage, dated 26th June 1863, for an account current, to Henry Dresser, of Great St. Helen's, city of London, merchant.
Blenheim - - - - (and her foreign name is "Ocean Scud.")	1,141	John Peter Van Rossum, of the city of New York, in the United States of America, merchant.	Not morgaged.
Albion - - - - - (and her foreign name is the same as she now bears.)	1,245	James John Tapscott, merchant, 8 shares; William Western Tapscott, merchant, 32 shares; Sarah Tapscott, spinster, 16 shares; Samuel Smith, merchant, 4 shares; John Farmer, merchant, 4 shares; all of Liverpool, in the county of Lancaster.	Not mortgaged.

Name of Ship.	Tonnage.	Name and Address of Owner.	Particulars, if Mortgaged.
Mary Warren - - - - (and her foreign name is the same as she now bears.)	955	George Warren, of Liverpool, in the county of Lancaster, merchant.	Not mortgaged.
Leamington - - - - - (and her foreign name is "De Soto.")	973	William Henry Haynes, of Liverpool, in the county of Lancaster, merchant.	Not mortgaged.
Neptune's Car - - - - (and her foreign name is the same as she now bears.)	1,156	Jacob Michael, of St. Mary Axe, in the city of London, shipowner— Who transfers his interest to William Nicholas de Mattos, of 27, Leadenhall-street, city of London, merchant.	Mortgage, dated 15th May 1863, for an account current, with interest, to John Gillespie, William Smith Churchill, and Charles Frederick Mozley, of Great Winchester-street, city of London, merchants, joint mortgagees.
Sea Flower - - - - - (and her foreign name is the same as she now bears.)	1,072	James Jackson and Robert Burke Honan, joint owners, 48 shares; George M'Corquodale, 16 shares; all of Liverpool, in the county of Lancaster, merchants.	Not mortgaged.
St. Leonard's - - - (and her foreign name is "Abner Stitsen.")	1,108	Arthur Bower Forwood, of Liverpool, in the county of Lancaster, merchant.	Not mortgaged.
Hemisphere - - - - - (and her foreign name is the same as she now bears.)	1,155	James Jermyn Mack, stevedore, 11 shares; John Durant, stevedore, 11 shares; Edward Durant, stevedore, 11 shares; William Laurence Sutherberry, ship carpenter, 11 shares; Joseph Thorburn, merchant, 11 shares; Charles Walford Kellock, shipbroker, 9 shares; all of Liverpool, county of Lancaster.	Not mortgaged.
Royal Dane - - - - (and her foreign name is "Sierra Nevada.")	1,616	James Baines and Joseph Greaves, shipowners, of Liverpool, in the county of Lancaster; Thomas Miller Mackay and John Taylor, shipowners of the city of London; all joint owners.	Mortgage, dated 18th May 1863, for sums due on account current to William Lucas Merry, of Cannon-street, in the city of London, merchant, on 60 shares.
Eliphalet Greely - - - (and her foreign name is the same as she now bears.)	1,091	George Taylor and William Tipper, both of Liverpool, in the county of Lancaster, merchants, joint owners.	Not mortgaged.
Genoa - - - - - - (and her foreign name is the same as she now bears.)	651	Elijah James Crocker, of Liverpool, in the county of Lancaster, ship chandler.	Not mortgaged.
Southern Ocean - - - (and her foreign name is "Otsconthe.")	1,265	James Baines and Joseph Greaves, of Liverpool, in the county of Lancaster, shipowners; Thomas Miller Mackay and John Taylor, of Leadenhall-street, city of London, shipowners; all joint owners.	On 60 shares; mortgage, dated 18th May 1863, for sums due on account current, to Wm. Lucas Merry, of Cannon-street, city of London, merchant.
Laughing Water - - - (and her foreign name is the same as she now bears.)	925	James Walker, of Liverpool, in the county of of Lancaster, merchant.	Mortgage, dated 3d June 1863, for sums due on account current, to John Gillespie, of Great Winchester-street, city of London, merchant.
Arab - - - - - - (and her foreign name is the same as she now bears.)	302	Charles Jones, of Liverpool, in the county of Lancaster, sailmaker.	Mortgage, dated 10th April 1863, for sums due on account current, to James Malcolm, of Liverpool, in the county of Lancaster, merchant.
Realm - - - - - - (and her foreign name is the same as she now bears.)	673	Archibald Edmiston, of Liverpool, in the county of Lancaster, merchant.	Not mortgaged.
Bird of Paradise - - - (and her foreign name is "Henrietta.")	705	Alexander Taylor and Joseph Taylor, joint owners, 40 shares; Samuel Cearns and Aaron Brown, joint owners, 8 shares; Samuel Smith, 8 shares; all of Liverpool, county of Lancaster, merchants; Edward Hudson, of Sheffield, county of York, manufacturer, 8 shares.	Not mortgaged.
Western Ocean - - - (and her foreign name is the same as she now bears.)	1,255	James Baines and Joseph Greaves, of Liverpool, in the county of Lancaster, shipowners; Thomas Miller Mackay and John Taylor, of Leadenhall-street, in the city of London, shipowners; all joint owners.	Not mortgaged.
British Crown - - -	1,121	William Hughes Daunt, of Liverpool, in the county of Lancaster, shipowner.	Not mortgaged.
Surat - - - - - - (and her foreign name is the same as she now bears.)	499	James Napier, of Liverpool, in the county of Lancaster, merchant.	Not mortgaged.

Name of Ship.	Tonnage.	Name and Address of Owner.	Particulars, if Mortgaged.
Emily Flinn - - - - (and her foreign name is "Parthenon.")	1,009	George Taylor and William Tipper, both of Liverpool, county of Lancaster, merchants, joint owners.	Not mortgaged.
Arab - - - - - (and her foreign name is the same as she now bears.)	594	William Wallace Bruce, of Liverpool, county of Lancaster, shipowner.	Not mortgaged.
Atmosphere - - - - (and her foreign name is the same as she now bears.)	1,378	William Western Tapscott, merchant, 32 shares; Sarah Tapscott, spinster, 16 shares; Samuel Smith, merchant, 4 shares; John Farmer, merchant, 4 shares; James John Tapscott, merchant, 4 shares; all of Liverpool, county of Lancaster.	On 48 shares; mortgage, dated 15th May 1863, to secure sum due on an account current, to Charles Mozley and Lewin Bamin Mozley, of Liverpool, county of Lancaster, bankers, joint mortgagees.
Clarissa Currier - - - (and her foreign name is the same as she now bears.)	1,126	John Holfeldt, 32 shares; Henry M'Blain, 32 shares, both of Quebec, in the province of Canada, merchants.	On 32 shares; mortgage, dated 23d October 1863, for an account current, and interest at 7 per cent, to Alfred Falkenberg and Henry M'Blain, both of Quebec, in the province of Canada, merchants, joint mortgagees; subsequently discharged.
Columbus - - - - - (and her foreign name is the same as she now bears.)	1,077	George Warren, of Liverpool, in the county of Lancaster, merchant.	Not mortgaged.
Sharon - - - - - (and her foreign name is the same as she now bears.)	306	Henry Salt, of Liverpool, county of Lancaster, shipowner.	Not mortgaged.
Corsair - - - - - (and her foreign name is "Katahsia.")	679	John Starr de Wolf and James Ratchford de Wolf, both of Liverpool, in the county of Lancaster, merchants, joint owners.	Not mortgaged.
Charlotte and Emma - - (and her foreign name is "Anne L. Mowe.")	562	James Orr, of Londonderry, county of Londonderry, shipbroker.	Mortgage, dated 5th May 1863, for sums due on an account current, to Charles Walford Kellock, of Liverpool, county of Lancaster, shipbroker. Mortgage, dated 5th November 1863, to secure sums due on an account current, to William Barter and Edw. Russell Cummins, both of the city of London, merchants, joint mortgagees.
Edith Jane - - - - (and her foreign name is "Emma F. Chase.")	298	William Wallace Bruce, of Liverpool, county of Lancaster, shipowner.	Not mortgaged.
America - - - - - (and her foreign name is the same as she now bears.)	1,199	Samuel Cearns, 8 shares; Edward Shoyd, 8 shares; Josiah Thompson, 12 shares; Aaron Brown, 8 shares; all of Liverpool, county of Lancaster, merchants: James Atkins, stevedore, 12 shares; William M'Ebroy, shipwright, 12 shares; George Lingham, accountant, 2 shares; of Liverpool as aforesaid: Frederick Green, book-keeper, of Prescott, county of Lancaster, 2 shares.	Not mortgaged.
Wisconsin - - - - - (and her foreign name is the same as she now bears.)	950	Stephen Barker Guion, of Liverpool, county of Lancaster, merchant.	Not mortgaged.
Chancellor - - - - - (and her foreign name is the same as she now bears.)	1,971	James Jermyn Mack, of Liverpool, in the county of Lancaster, stevedore.	Not mortgaged.
Maribelle - - - - - (and her foreign name is "Belle of the Ocean.")	1,019	John Alexander Sellar, of Liverpool, county of Lancaster, merchant.	Not mortgaged.
Mersey - - - - - (and her foreign name is "Nathaniel Thompson.")	707	William Chard Fox, of Liverpool, county of Lancaster, ship store dealer.	Not mortgaged.
Elton - - - - - - (and her foreign name is "Overman.")	302	Edwin Pinkham, of Barrington, Nova Scotia, shipowner.	Not mortgaged.
Tiptree - - - - - - (and her foreign name is "Metropolis.")	942	William Chard Fox, of Liverpool, county of Lancaster, ship store dealer.	Not mortgaged.
Granada - - - - - (and her foreign name is unknown.)	705	William Pirrie, Joseph Thompson, and Robert Reid, all of Liverpool, county of Lancaster, shipowners, joint owners.	Not mortgaged.
Queen of the South - -	1,589	James Baines and Joseph Greaves, both of Liverpool, county of Lancaster, shipowners; Thomas Miller Mackay and John Taylor, both of Leadenhall-street, city of London, shipowners; joint owners.	Not mortgaged.

Name of Ship.	Tonnage.	Name and Address of Owner.	Particulars, if Mortgaged.
Ganges - - - - - (and her foreign name is the same as she now bears.)	1,212	Edmund Thompson, of Liverpool, county of Lancaster, shipowner.	Not mortgaged.
Cynosure - - - - - (and her foreign name is the same as she now bears.)	1,418	William Western Tapscott, merchant, 32 shares; James John Tapscott, merchant, 4 shares; Sarah Tapscott, spinster, 16 shares; Samuel Smith, merchant, 8 shares; John Farmer, merchant, 4 shares; all of Liverpool, county of Lancaster.	Not mortgaged.
Dauntless - - - - - (and her foreign name is "Rufus Choate.")	1,051	Edmund Thompson, of Liverpool, county of Lancaster, shipowner.	Not mortgaged.
Hamilton - - - - - (and her foreign name is the same as she now bears.)	221	William Wallace Bruce, of Liverpool, county of Lancaster, shipowner.	Not mortgaged.
Florence Nightingale - - (and her foreign name is the same as she now bears.)	1,260	Henry Whittle, 32 shares; John Park, 32 shares; both of Liverpool, in the county of Lancaster, merchants.	Not mortgaged.
Stonewall Jackson - - (and her foreign name is "Phineas.")	429	William Deanes Harris, of Cork, in the county of Cork, merchant.	Not mortgaged.
Simoda - - - - - - (and her foreign name is the same as she now bears.)	651	Andrew Leighton, of Liverpool, in the county of Lancaster, shipowner.	Not mortgaged.
Rockhampton - - - (and her foreign name is "James Brown.")	1,065	James Baines and Joseph Greaves, both of Liverpool, county of Lancaster, shipowners; Thomas Miller Mackay and John Taylor, both of the city of London, shipowners; joint owners.	Not mortgaged.
Lord Brougham - - - (and her foreign name is "Young Sam.")	1,057	Robert Girvin, of Liverpool, county of Lancaster, merchant.	Not mortgaged.
Baron Macaulay - - - (and her foreign name is "Spiridim.")	1,319	Robert Girvin, merchant, 56 shares; Oliver Cunningham, master mariner, 8 shares, both of Liverpool, county of Lancaster.	Not mortgaged.
Pernano - - - - - (and her foreign name is the same as she now bears.)	404	The Pacific Steam Navigation Company, of Liverpool, in the county of Lancaster.	Not mortgaged.
Flora - - - - - - (and her foreign name is "Flora Woodhouse.")	351	Thomas Gilgan, of Matamoras, merchant - -	Not mortgaged.
Eagle - - - - - - (and her foreign name is the same as she now bears.)	1,724	Edward Bagehot, of Liverpool, county of Lancaster, shipowner.	Not mortgaged.
Fearnought - - - - (and her foreign name is "Isabella.")	1,302	Edmund Thompson, of Liverpool, county of Lancaster, merchant.	Not mortgaged.
Kate Gregory - - - (and her foreign name is "Matilda.")	1,013	John Cleverly, of the city of London, merchant -	Not mortgaged.
Recovery - - - - - (and her foreign name is "Niobe.")	817	James Wilson Robinson and John Allison Foster, both of Liverpool, county of Lancaster, merchants, joint owners.	Not mortgaged.
Virginian - - - - - (and her foreign name is the same as she now bears).	308	Edward Hatton and Thomas Worthington Cookson, both of Liverpool, in the county of Lancaster, merchants, joint owners.	Not mortgaged.
Milton - - - - - - (and her foreign name is the same as she now bears).	753	Hugh Andrews, the younger, of Belfast, in the county of Antrim, shipowner, 32 shares; James Alexander, of Liverpool, county of Lancaster, shipowner, 32 shares.	Not mortgaged.
Joseph Taylor - - - (and her foreign name is "James M. Hicks."	542	Matthew Isaac Wilson, of Liverpool, county of Lancaster, shipowner.	Not mortgaged.
Anna - - - - - - (and her foreign name is "Guiding Star.")	530	Benjamin Crawley, of Yarmouth, Nova Scotia, merchant.	Not mortgaged.
Cheshire - - - - - (and her foreign name is "Wellington.")	684	Matthew Isaac Wilson, of Liverpool, county of Lancaster, merchant.	Not mortgaged.
Ellora - - - - - - (and her foreign name is "S. H. Talbot.")	627	Elijah James Crocker, of Liverpool, county of Lancaster merchant.	Not mortgaged.

Name of Ship.	Tonnage.	Name and Address of Owner.	Particulars, if Mortgaged.
Lady Rowena - - - - (and her foreign name is "Robert Cushman.")	1,181	William Hughes Daunt, of Liverpool, county of Lancaster, merchant.	Not mortgaged.
Rock Light - - - - - (and her foreign name is the same as she now bears.)	1,767	Michael Bousfield, broker, 16 shares; William Mason, merchant, 16 shares; Richard James Tetley, merchant, 16 shares; Edward Haigh, broker, 8 shares; Thomas Wilkinson Tetley, broker, 4 shares; Gordon Ross, merchant, 4 shares; all of Liverpool, county of Lancaster.	Not mortgaged.
Cestrian - - - - - (and her foreign name is "Flying Scud.")	1,216	Charles William Harrison Pickering, 48 shares; Charles Holland, 8 shares; Joseph Thompson, 4 shares; Frederick Julius Hubert Servaes, 4 shares; all of Liverpool, county of Lancaster, merchants.	Not mortgaged.
Anglo-Indian - - - - (and her foreign name is "Sunshine.")	1,487	Patrick Tregent, the younger, and Frederick Rushton Marrow, both of Liverpool, county of Lancaster, merchants; joint owners.	Not mortgaged.
Vivid - - - - - - (and her foreign name is "Vivid Light.")	430	James Anderson, of Liverpool, county of Lancaster, master mariner.	Not mortgaged.
Majestic - - - - - (and her foreign name is the same as she now bears.)	788	James Fisher Jones, of Liverpool, county of Lancaster, merchant.	Not mortgaged.
Ravenna - - - - - (and her foreign name is the same as she now bears.)	319	Edward Shaw, of Liverpool, county of Lancaster, merchant.	Not mortgaged.
City of Mobile - - - - (and her foreign name is the same as she now bears.)	1,797	Robert Shinn, of Liverpool, county of Lancaster, merchant.	Not mortgaged.
Florence Adelaide - - (and her foreign name is "Mary.")	330	Elijah James Crocker, of Liverpool, county of Lancaster, merchant.	Not mortgaged.
Lila Mansfield - - - (and her foreign name is the same as she now bears.)	778	William Morrice, of Heath House, Leighton Buzzard; at present residing in New York, United States of America.	Not mortgaged.
Landsborough - - - - (and her foreign name is "Morning Star.")	1,066	James Baines and Joseph Greaves, of Liverpool, county of Lancaster, shipowners; Thomas Miller Mackay and John Taylor, of Leadenhall-street, city of London, shipowners; joint owners.	Mortgage dated 29th October 1863, for 5,500*l.* and interest at 7½ per cent., to Thomas Brittain Forwood, of Liverpool, county of Lancaster, merchant.
Cressington - - - - - (and her foreign name is "Deshlers.")	282	John Francis Holmes Woodward, of Liverpool, county of Lancaster, merchant.	Not mortgaged.
Sherwood - - - - - (and her foreign name is the same as she now bears.)	489	Alexander Taylor, of Liverpool, county of Lancaster, merchant.	Not mortgaged.
Wirralite - - - - - (and her foreign name is "Vanguard.")	277	Edward Shaw, of Liverpool, county of Lancaster, merchant.	Not mortgaged.
St. Hilda - - - - - (and her foreign name is "Wisurgis.")	1,001	John Jacob Lidgett and George Lidgett, both of 9, Billiter-street, city of London, shipowners; joint owners.	Not mortgaged.
Thomas - - - - - - (and her foreign name is "Corinthian.")	225	Thomas Tolme, of Havannah, in the Island of Cuba, merchant.	Not mortgaged.
Fleetwing - - - - - (and her foreign name is "Lorenza.")	1,105	James Miller, of Croydon, in the county of Surrey, shipowner.	Not mortgaged.
Mogul - - - - - - (and her foreign name is the same as she now bears).	893	Gustav Claussen Schutz, of St. Leonard's-on-Sea, in the county of Sussex, shipowner.	Not mortgaged.
Jupiter - - - - - - (and her foreign name is "Black Sea.")	772	John Brown, of Bangor, in the county of Down, Ireland, merchant, 32 shares; Robert Brown Brown, of 52, Cheapside, city of London, merchant, 32 shares.	Not mortgaged.
Flowery Land - - - - (and her foreign name is "C. W. Poultney.")	371	William Wemyss Ker, of 25, Poultry, city of London, merchant.	Not mortgaged.

Name of Ship.	Tonnage.	Name and Address of Owner.	Particulars, if Mortgaged.
King of the Seas - - - (and her foreign name is "John Haren.")	1,085	Frederick Bassil, of Watford, in the county of Herts, shipowner.	Mortgage, dated 15th June 1863, for 4,400*l.* with interest at 10 per cent., to George Tanner, of Crediton, county of Devon, gentleman; subsequently discharged. Mortgage, dated 11th September 1863, to secure an account current to the Three Towns British Mutual Deposit and Loan Society (Limited), of Stonehouse, county of Devon. Mortgage, dated 4th October 1863, to secure an account current, and interest at 15 per cent., to William Berry, of 63, Cornhill, city of London, shipbroker.
Yorick - - - - - - (and her foreign name is the same as she now bears.)	1,402	Anthony George Robinson, of 20, Mark-lane, city of London, shipowner, 48 shares; George Palmer, of Greenwood, Bishop's Waltham, county of Hants, shipowner, 16 shares.	Not mortgaged.
Jumna - - - - - - (and her foreign name is the same as she now bears.)	821	Philip Thomas Blyth, of 17, Gracechurch-street, city of London, shipowner— Who transfers his interest to Alexander Fotheringham, of 54, Lime-street, city of London, shipowner.	Mortgage, dated 29th June 1863, to secure an account current, with interest at 10 per cent., to Philip Thomas Blyth, of 17, Gracechurch-street, city of London, merchant.
Benares - - - - - (and her foreign name is "Louisa.")	822	John Brodie, of 21, Mark-lane, city of London, shipowner, 24 shares; James Burness, of 138, Leadenhall-street, city of London, shipowner, 24 shares; George Croshaw, of 116, Fenchurch-street, city of London, shipowner, 16 shares.	Not mortgaged.
Mediator - - - - - (and her foreign name is "Charlotte A. Stamler.")	1,069	Richard de Pass, of Abchurch-lane, city of London, merchant, 48 shares; Thomas Stewart, of Ellen-terrace, East India-road, Poplar, county of Middlesex, master mariner, 16 shares.	Not mortgaged.
Fiery Star - - - - - (and her foreign name is "Comet.")	1,361	James Baines, of Liverpool, county of Lancaster; Thomas Miller Mackay, of 1, Leadenhall-street, city of London; Joseph Greaves, of Liverpool, county of Lancaster; John Taylor, of 1, Leadenhall-street, city of London, shipowners, and joint owners.	Not mortgaged.
Anstruther - - - - (and her foreign name is "Thomas H. Perkins.")	904	Alexander Adamson, of 3, Addison-road, Kensington, county of Middlesex, shipowner.	Not mortgaged.
Maria Morton - - - (and her foreign name is the same as she now bears.)	402	Arthur Bernard White, of Broad-street Buildings, city of London, merchant.	Not mortgaged.
Independenza - - - - (and her foreign name is "Aspasia.")	576	Guiseppe Lisani, of Malta, shipowner - - -	Not mortgaged.
Lizzie Southard - - - (and her foreign name is the same as she now bears.)	1,045	Thomas Druitt, of 2, Prince's-street, city of London, gentleman.	Not mortgaged.
Agra - - - - - - (and her foreign name is the same as she now bears.)	925	Thomas Percy Hearne, of 138, Leadenhall-street, city of London, merchant.	Mortgage, dated 28th August 1863, for an account current, with interest at 10 per cent., to George Croshaw, of 116, Fenchurch-street, city of London, ship and insurance broker.
Harvest - - - - - (and her foreign name is the same as she now bears.)	367	John Theodore Corpi, of 10, Austin Friars, city of London, merchant.	Not mortgaged.
Douglas - - - - - (and her foreign name is "Orphan.")	330	Archibald Currie, of Melbourne, in the colony of Victoria, shipowner.	Not mortgaged.
Trusty - - - - - - (and her foreign name is "Kanawha.")	241	George Francis Dickinson, of 17, Gracechurch-street, city of London, merchant— Who transfers his interest to Edwin Spence Roberts, of the city of London, shipbroker.	Mortgage, dated 17th December 1863, to secure an account current and interest, to William James Lamport, George Holt, and Philip Henry Holt, all of Liverpool, county of Lancaster, merchants, joint mortgagees.

Name of Ship.	Tonnage.	Name and Address of Owner.	Particulars, if Mortgaged.
Alfred Lemont - - - (and her foreign name is the same as she now bears.)	662	William Gladstone, 16 shares; William Kenrick Gladstone, 16 shares; Christopher Weguelin, 16 shares, all of Old Broad-street, city of London, merchants; Frederick Philip Ripley Webb, of 17, Gracechurch-street, city of London, merchant, 8 shares; Charles Grierson, 4 shares; John Edmund Cole, 4 shares, both of 1 A, Prince's-street, city of London, shipbrokers.	Not mortgaged.
Hamlin - - - - - (and her foreign name is the same as she now bears.)	1,191	Edward Mesnard, of 58, Lombard-street, city of London, merchant.	Mortgage, dated 18th September 1863, to secure an account current, and interest at 5 per cent., to George Croshaw, of 116, Fenchurch-street, city of London, shipbroker.
Jane Isabella - - - (and her foreign name is "Mountain Eagle.")	367	George Stanton, of 5, Blomfield-road, Maida-hill, county of Middlesex, shipowner.	Not mortgaged.
Chimborazo - - - - (and her foreign name is the same as she now bears.)	935	Edward Mesnard, of 58, Lombard-street, city of London, merchant.	Mortgage, dated 24th September 1863, for an account current, and interest at 5 per cent., to George Croshaw, of 116, Fenchurch-street, city of London, shipbroker.
Caroline - - - - - (and her foreign name is "Arey.")	1,133	James Ewing, of Leadenhall-street, city of London, shipowner, 32 shares; William Tabor, of Bishopsgate-street, city of London, merchant, 16 shares; John Atteridge, of Liverpool, county of Lancaster, master mariner, 16 shares.	Not mortgaged.
Christiana - - - - (and her foreign name is the same as she now bears.)	832	John Ballinghall Whyte, of 10 and 11, Upper East Smithfield, county of Middlesex, ship chandler— Who transfers his interest to Thomas Ashton, of 16, Prince's-square, St. George's-in-the-East, county of Middlesex, butcher.	Mortgage, dated 24th September 1863, for an account current, and interest at 5 per cent., to Edmund Hammond, of 7, Leadenhall-street, city of London, master mariner; subsequently discharged. Mortgage, dated 14th October 1863, for an account current, and interest at 5 per cent., to Edmund Hammond, as aforesaid— Who transfers the mortgage to Alexander Massey, of 6, Upper East Smithfield, county of Middlesex, clothier.
Josephus - - - - (and her foreign name is the same as she now bears.)	911	Edward Mesnard, of 58, Lombard-street, city of London, merchant.	Mortgage, dated 26th September 1863, for an account current, and interest at 5 per cent., to George Croshaw, of 116, Fenchurch-street, city of London, shipbroker.
Empress - - - - (and her foreign name is the same as she now bears.)	1,313	Alfred Houlder & Edwin Savory Houlder, of 146, Leadenhall street, city of London, shipowners; joint owners.	Not mortgaged.
Golden City - - - - (and her foreign name is the same as she now bears.)	779	Alfred Houlder & Edwin Savory Houlder, of 146, Leadenhall-street, city of London, shipowners; joint owners.	Not mortgaged.
Roamer - - - - (and her foreign name is "Screamer.")	1,093	John De Costa, of Liverpool, in the county of Lancaster, shipowner.	Not mortgaged.
Suliote - - - - - (and her foreign name is "H. S. Soule.")	1,142	John William Ford, of Shooter's-hill, in the county of Kent, gentleman.	Mortgage, dated 27th October 1863, for an account current, and interest at 7½ per cent., to Chas. Gumm, of 19, Change-alley, city of London, shipowner.
Lepanto - - - - (and her foreign name is the same as she now bears.)	906	Gustavus Claussen Schütz, of 45, Lime-street, in the city of London, merchant.	Not mortgaged.
Compeer - - - - (and her foreign name is the same as she now bears.)	1,011	Gustavus Claussen Schütz, of 45, Lime-street, city of London, merchant.	Not mortgaged.

Name of Ship.	Tonnage.	Name and Address of Owner.	Particulars, if Mortgaged.
Isabella - - - - - (and her foreign name is "Alice Counce.")	1,061	George Stanton, of 5, Blomfield-road, Maida-hill, in the county of Middlesex, shipowner.	Not mortgaged.
John Stanton, junior - - (and her foreign name is "Corra Linn.")	725	George Stanton, of 5, Blomfield-road, Maida-hill, in the county of Middlesex, shipowner.	Not mortgaged.
Canvass Back - - - - (and her foreign name is the same as she now bears.)	670	George Stanton, of 5, Blomfield-road, Maida-hill, in the county of Middlesex, shipowner.	Not mortgaged.
Shamrock - - - - - (and her foreign name is the same as she now bears.)	1,221	Frederick Bassil, of Watford, in the county of Herts, shipowner.	Mortgage, dated 17th November 1863, to secure an account current, and interest at 12 per cent., to Edwd. Andrew Sanders, Wm. Barnes, and Ralph Sanders, all of the city of Exeter, bankers, joint mortgagees. Mortgage, dated 17th November 1863, to secure 550 *l.*, and interest at 10 per cent., to Chas. Hermann, of 8, Lime-street, city of London, merchant.
Fusilier - - - - - - (and her foreign name is "Crimea.")	1,088	Thomas Miller Mackay, of Leadenhall-street, city of London, James Baines, and Joseph Greaves, of Liverpool, county of Lancaster, shipowners; joint owners.	Not mortgaged.
Matagorda - - - - - (and her foreign name is the same as she now bears.)	154	William Sellar, of Birkenhill, county of Elgin, N.B., shipowner.	Not mortgaged.
Cosmopolite - - - - - (and her foreign name is "Harrasecket.")	1,069	Edmund William Best, of Alma-street, New North-road, county of Middlesex, shipowner.	Mortgage, dated 9th December 1863, for 7,000 *l.*, and interest at 30 per cent., to Clement Henchman Soale, of Freeport, Maine, in the United States of America.
Pride of the Ocean - - (and her foreign name is "Barnabas Webb.")	1,372	Robert Francis Gladstone, of 91, Middle Abbey-street, Dublin, Ireland, shipowner.	Not mortgaged.
Lion - - - - - - (and her foreign name is the same as she now bears.)	797	John William Ford, of Shooter's-hill, in the county of Kent, gentleman.	Not mortgaged.
Tempest - - - - - (and her foreign name is the same as she now bears.)	1,011	Henry Vavasseur, of the Jerusalem Coffee House, city of London, shipowner.	Not mortgaged.
Northland - - - - - (and her foreign name is the same as she now bears.)	939	John William Ford, of Shooter's-hill, in the county of Kent, shipowner.	Not mortgaged.
Red Rover - - - - - (and her foreign name is "Charles H. Lunt.")	1,042	Michael de Pass, merchant, 56 shares; Thomas Stewart, master mariner, 8 shares; both of 4, Abchurch-lane, city of London.	Not mortgaged.
Sandringham - - - (foreign name not given.)	1,126	Frederick Bassil, of Watford, in the county of Herts, shipowner.	Mortgage, dated 19th December 1863, for an account current, and interest at 10 per cent., to George Tanner, of Crediton, in the county of Devon, gentleman. Mortgage, dated 19th December 1863, to secure 600 *l.*, and interest at 10 per cent., to Arthur James Thorman, of 8, Lime-street, city of London, shipbroker.
Canada, West - - - - (and her foreign name is "Regulus.")	743	James Milne, of Aberdeen, shipowner - - -	Not mortgaged.
Hindostan - - - - - (and her foreign name is the same as she now bears.)	674	James Milne, of Aberdeen, merchant - - -	Not mortgaged.
Maid of Orleans - - - (and her foreign name is the same as she now bears.)	928	John Barr, of Ardrossan, shipowner - - -	Not mortgaged.

Name of Ship.	Tonnage.	Name and Address of Owner.	Particulars, if Mortgaged.
Betsey Williams - - - (and her foreign name is the same as she now bears.)	381	James Bradford, of Belfast, merchant - - -	Not mortgaged.
Anna Moore - - - - (and her foreign name is "Sarah H. Snow.")	452	Anna Moore, of Belfast, spinster - - - -	Not mortgaged.
Cormorant - - - - (and her foreign name is "Columbia.")	302	Arthur Hickling Ivens, of Lisbon, Portugal, merchant.	Not mortgaged.
T. E. Boyd - - - - (and her foreign name is "Floresta.")	278	Archibald Currie, of Melbourne, in the colony of Victoria, shipowner.	Not mortgaged.
Henry Brain - - - - (and her foreign name is "Vandalia.")	807	Henry Brain, of the city of Bristol, merchant -	Not mortgaged.
William Booth - - - (and her foreign name is "Omega.")	359	John Cory, of Cardiff, merchant - - - -	Not mortgaged.
J. Baker - - - - - (and her foreign name is the same as she now bears.)	784	Joseph Elliott, of Cardiff, merchant - - -	Not mortgaged.
Monterey - - - - - (and her foreign name is the same as she now bears.)	434	Thomas Stott Pope, of Montreal, Canada East, and also of New York, in the United States of America, merchant.	Not mortgaged.
Sandringham - - - (and her foreign name is "Santa Anna.")	571	Frederick Augustus Castle, of Stoke Newington, in the county of Middlesex, shipowner.	Not mortgaged.
Robert Gilroy - - - (and her foreign name is not given.)	1,072	Robert Gilroy, George Gilroy, and Alexander Gilroy, all of Dundee, merchants and flax-spinners, joint owners.	Not mortgaged.
Lochee - - - - - - (and her foreign name is "Cherubim.")	1,501	James Cox, William Cox, Thomas Hunter Cox, George Addison Cox, all of Dundee, merchants, 16 shares each.	Not mortgaged.
George Gilroy - - - (and her foreign name is not given.)	1,093	Robert Gilroy, George Gilroy, and Alexander Gilroy, all of Dundee, flax-spinners, joint owners.	Not mortgaged.
Devonshire - - - - - (and her foreign name is the same as she now bears.)	1,328	Joseph Kelly, 14 shares; William Kelly, 14 shares; Thomas Crosby, 14 shares; John Edward Crosby, 14 shares; John O'Donohoe, master mariner, 8 shares; all of the city of Dublin, merchants.	Not mortgaged.
Nimrod - - - - - - (and her foreign name is "Sancho Panza.")	726	Wm. Clark, shipowner, 22 shares; John Pearse, master mariner, 21 shares; John Sadler, master mariner, 21 shares; all of Plymouth, in the county of Devon.	Not mortgaged.
Dagmar - - - - - (and her foreign name is "Joseph Peabody.")	1,178	William Sim, 56 shares; Joseph Nicholson, 8 shares; both of 95, Bishopsgate-street Within, city of London, merchants.	Not mortgaged.
Spitfire - - - - - - (and her foreign name is the same as she now bears.)	1,241	William Nicholas de Mattos, of 27, Leadenhall-street, city of London, merchant, 32 shares; James Walker, of 6, Cook-street, Liverpool, county of Lancaster, merchant, 32 shares.	Not mortgaged.
Daphne - - - - - - (and her foreign name is the same as she now bears.)	1,087	Francis Martin, 22 shares; Archibald Robertson, 21 shares; James Oughterson, 21 shares; all of 67, Gracechurch-street, city of London, merchants.	Not mortgaged.
Thyra - - - - - - (and her foreign name is "Evangeline.")	491	Christopher Lamb, of the Crescent, Albany-road, county of Surrey, shipowner.	Not mortgaged.
Albert the Good - - - (and her foreign name is "H. G. Reeve.")	496	James Stuart, of 136, Leadenhall-street, city of London, merchant.	Not mortgaged.
Dolphin - - - - - (and her foreign name is the same as she now bears.)	462	Thomas Winniett, of the city of New York, United States of America.	Not mortgaged.
Daisy - - - - - - (and her foreign name is "E. Churchill.")	181	George Paterson, and James Peebles, both of Glasgow, county of Lanark, ship chandlers, joint owners.	Not mortgaged.

Name of Ship.	Tonnage.	Name and Address of Owner.	Particulars, if Mortgaged.
Mataura - - - - - (and her foreign name is "Neptune's Favorite.")	1,194	David Swan, of Maryhill, in the county of Lanark, merchant.	Not mortgaged.
Campsie - - - - - (and her foreign name is "Abblya.")	612	Robert Donald Robertson, of Glasgow, merchant -	Not mortgaged.
Lucibelle - - - - - (and her foreign name is "Olamon.")	915	Robert Donald Robertson, of Glasgow, merchant -	Not mortgaged.
Iona - - - - - - (and her foreign name is "S. Emerson Smith.")	1,403	William Stirling, 21 shares; Hero Young and George Young, joint owners, 21 shares; Robert Edmiston and Alexander Mitchell, joint owners, 22 shares; all of Glasgow, county of Lanark, merchants.	Not mortgaged.
St. Mungo - - - - - (and her foreign name is "Norumbega.")	298	William Smith, of Glasgow, county of Lanark, merchant.	Not mortgaged.
Emma Gilmour - - - (and her foreign name is "Martha Anna.")	218	William Barton, rope and sail maker, 32 shares; John Miller, coal merchant, 32 shares; both of Glasgow, county of Lanark.	Not mortgaged.
Catherine - - - - - (and her foreign name is "Two Brothers.")	414	Archibald Currie, of Melbourne, in the colony of Victoria, shipowner.	Not mortgaged.
Mary Frances - - - (and her foreign name is "Edward.")	769	William M'Ewen, of Glasgow, county of Lanark, merchant.	Not mortgaged.
Clutha Belle - - - - (and her foreign name is "H. T. Vennard."	632	Robert Donald Robertson, of Glasgow, county of Lanark, merchant.	Not mortgaged.
Dependant - - - - (and her foreign name is "St. John."	604	William Bird, of the city of Gloucester, shipowner.	Not mortgaged.
Catherine Rankin - - - (and her foreign name is "Sarah Freeman.")	1,222	William Rankin, of Dumbarton, in the county of Dumbarton, shipowner, 32 shares; Archibald Sword, of Greenock, in the county of Renfrew, 32 shares.	Not mortgaged.
Timor - - - - - - (and her foreign name is the same as she now bears.)	681	George Thomas Lawrence, of Hull, in the county of York, master mariner.	Not mortgaged.
A. A. Drebert - - - (and her foreign name is the same as she now bears.)	256	Thomas Edward Kelly, of Yarmouth, Nova Scotia.	Not mortgaged.
Mary Blades - - - - (and her foreign name is "Kate Sweetland.")	540	Charles Blades, of Lancaster, in the county of Lancaster, timber merchant.	Not mortgaged.
Glan Mor - - - - - (and her foreign name is "Glenburn."	521	Simon Samuel, shipowner, 24 shares; William Samuel, shipowner, 24 shares; Ann Samuel, widow, 10 shares; Roger Lester, accountant, 6 shares; all of Llanelly, Wales.	Not mortgaged.
Pequot - - - - - - (and her foreign name is the same as she now bears.)	1,073	Patrick George Carvill, of Newry, county of Armagh, Ireland, merchant.	Not mortgaged.
Zurich - - - - - - (and her foreign name is the same as she now bears.)	311	James Lewis Carvill, of Newry, county of Armagh, Ireland, merchant.	Not mortgaged.
William Sinclair - - - (and her foreign name is "Sierra Nevada.")	506	William Sinclair and Abraham Redmond Walker, both of Newry, county of Armagh, Ireland, merchants, joint owners.	Not mortgaged.
Vigo - - - - - - (and her foreign name is the same as she now bears.)	370	John Binkmyre, merchant, 32 shares; Peter M'Farlane, master mariner, 32 shares, both of Port Glasgow, county of Renfrew.	Not mortgaged.
Old England - - - - (and her foreign name is the same as she now bears.)	1,030	Peter Wilson, of Plymouth, county of Devon, shipowner.	Not mortgaged.
Albion - - - - - - (and her foreign name is "Convoy.")	276	Richard Coombes Soutter and Robert Harwood Soutter, both of Cock-hill, Ratcliffe, shipowners, joint owners.	Not mortgaged.
Village Belle - - - - (and her foreign name is "Nazarene.")	235	William Scurr, of West Hartlepool, in the county of Durham, ship chandler.	Not mortgaged.

Name of Ship.	Tonnage.	Name and Address of Owner.	Particulars, if Mortgaged.
Far West - - - - - (and her foreign name is the same as she now bears.)	664	Robert Gething, shipowner, 42 shares; George William Jones, shipbroker, 22 shares; both of Newport, Monmouthshire.	Not mortgaged.
Uncas - - - - - (and her foreign name is the same as she now bears.)	406	Robert Imeary, of South Shields, in the county of Durham, chemical manufacturer.	Not mortgaged.
Byethorn - - - - - (and her foreign name is "Germania.")	547	Harry Smith Edwards, shipbuilder, 53 shares; John Taylor, shipwright, 6 shares; James Richard Edwards, rope manufacturer, 5 shares; all of South Shields, county of Durham.	Not mortgaged.
John Perkins - - - (and her foreign name is the same as she now bears.)	72	Nathaniel Fleming Fisher, of Southampton, shipowner.	Not mortgaged.
Florence and Anne - - (and her foreign name is "Jane M. Johnston.")	384	William Williams, shipowner, 48 shares; Thomas Lewis, master mariner, 16 shares; both of Newport, Monmouthshire.	Not mortgaged.
Lancaster - - - - - (and her foreign name is "New York.")	518	William Morrice, of Heath House, Leighton Buzzard, Bedfordshire, shipowner.	Not mortgaged.
Gypsey - - - - - - (foreign name not given.)	131	Joseph Mather, of Newcastle-upon-Tyne, gentleman.	Not mortgaged.
Mary Patterson - - - (and her foreign name is "Mary Wood.")	14	William Patterson, of Wellington, in Prince Edward Island, innkeeper.	Not mortgaged.
Bonny Doon - - - - (and her foreign name is "Crinoline.")	18	Thomas Cooper, yeoman, and Benjamin H. Cooper, mariner, both of Port Burwell, Canada, joint owners.	Not mortgaged.
Tom Wrong - - - - (and her foreign name is "S. C. Ives.")	151	Thomas Wrong, merchant, 32 shares; John A. Cakens, 32 shares; both of Port Burwell, Canada.	Not mortgaged.
Rapid - - - - - - (and her foreign name is the same as she now bears.)	191	Thomas Harbottle and James Stevenson, both of the city of Hamilton, Canada, joint owners.	Not mortgaged.
Princess Alexandra - - (and her foreign name is "Marshfield.")	228	William Auglin, of the city of Kingston, Canada, esquire.	Not mortgaged.
Kenotha - - - - - (and her foreign name is the same as she now bears.)	262	Donald Milloy, of Magam, province of Canada, gentleman, 32 shares; Nichol Milloy, of the city of Toronto, gentleman, 32 shares.	Mortgage, dated 24th June 1863, for 7,000 dollars and interest at 6 per cent., to Bohen S. Sheppard, of Chicago, shipowner.
Express - - - - - (and her foreign name is the same as she now bears.)	29	Richard Yeomans Rabbitt, of Picton, Nova Scotia, mariner.	Not mortgaged.
West Wind - - - - (and her foreign name is the same as she now bears.)	155	William Banton, merchant, 32 shares; William Hall, mariner, 32 shares; both of Wellington-square, Canada.	Not mortgaged.
Maggie - - - - - - (and her foreign name is "Speedwell.")	106	William Banton, merchant, 22 shares; Daniel Henderson, merchant, 21 shares; Christopher Richardson, 21 shares; all of Wellington-square, Canada.	Not mortgaged.
Star of Canada - - - (and her foreign name is "J. C. Boynton.")	725	James Stapelton Millar, of Montreal, Canada, merchant.	Mortgage, dated 17th July 1863, for 15,000 dollars and interest at 10 per cent., to John Redpath, of the city of Montreal, merchant, subsequently discharged. Mortgage, dated 24th July 1863, for 7,500 dollars and interest at 10 per cent., to John Redpath, the aforesaid, subsequently discharged. Mortgage, dated 4th December 1863, for 20,000 dollars and interest at 10 per cent., to John Redpath, as aforesaid.
West Wind - - - - - (and her foreign name is the same as she now bears.)	369	Frank Ross, of Montreal, Canada, merchant, 32 shares; William Ross, of Toronto, Canada, merchant, 32 shares.	Not mortgaged.

Name of Ship.	Tonnage.	Name and Address of Owner.	Particulars, if Mortgaged.
Mount Royal - - - - (and her foreign name is "J. Morton.")	1,210	James Stapleton Millar, of Montreal, Canada, merchant.	Mortgage, dated 24th July 1863, for 7,500 dollars, and interest at 10 per cent., to John Redpath, of Montreal, merchant, subsequently discharged. Mortgage, dated 4th December 1863, for 20,000 dollars, and interest at 10 per cent., to John Redpath, the aforesaid.
John S. Harris - - - - (and her foreign name is the same as she now bears.)	543	Hugh Allan, of Montreal, Canada, merchant -	Not mortgaged.
Liberty - - - - - (and her foreign name is the same as she now bears.)	576	George Shaw and David Shaw, of Montreal, Canada, joint owners, 48 shares; David Shaw, the aforesaid, 16 shares.	Not mortgaged.
C. M. Davis - - - - - (foreign name not given.)	1,023	Henry Turner Maclim, of Portland, Maine, merchant.	Not mortgaged.
Welfoot - - - - - (and her foreign name is "Sumter.")	384	John Johnston Reford, of Boston, in the United States of America, clerk.	Mortgage, dated 12th October 1863, for 12,000 dollars, and interest at 6 per cent., to Micah Humphrey, Lewis P. Purce, Bell A. Humphrey, Geo. Kingman, and Elisha H. Ryder, all of Boston, in the United States of America, merchants, joint mortgagees.
Lightfoot - - - - - (and her foreign name is "Revolution.")	472	John Johnston Reford, of Boston, in the United States of America, clerk.	Mortgage, dated 12th October 1863, for 20,000 dollars, and interest at 6 per cent., to Daniel Draper, William P. Draper, George Draper, F. Cochran, joint mortgagees.
Catharine - - - - - (foreign name not given.)	483	George F. Lovitt, of St. John, New Brunswick, merchant.	Not mortgaged.
Jewess - - - - - - (no foreign name given.)	476	John A. Willard, of Newcastle, New Brunswick, merchant's clerk.	Mortgage, dated 29th October 1863, for 30,000 dollars, and interest at 6 per cent., to Samuel E. Sawyer, of Boston, United States of America, merchant. Mortgage, dated 29th October 1863, for 10,000 dollars, and interest at 6 per cent., to Charles Watson, of Boston, United States of America.
Sydenham - - - - - (and her foreign name is "Windermere.")	1,236	George F. Lovitt, of St. John's, New Brunswick, merchant.	Mortgage, dated 21st November 1863, for 40,000 dollars, and interest at 6 per cent., to Hartley Lord, of Boston, in the United States of America, merchant.
Cathedral - - - - - (and her foreign name is "Gulf Stream.")	1,046	George F. Lovitt, of St. John's, New Brunswick, merchant.	Mortgage, dated 21st November 1863, for 38,000 dollars, and interest at 6 per cent., to Hartley Lord, of Boston, in the United States of America, merchant.
Ernestine - - - - - (and her foreign name is "Lammergeir.")	1,049	Matthew Isaac Wilson, of Liverpool, county of Lancaster, merchant.	Mortgage, dated 19th August 1863, for 5,000 *l.*, and interest at 5 per cent., to John Farnworth and David Jardine, both of Liverpool, county of Lancaster, merchants, joint mortgagees.
Montebello - - - - - (and her foreign name is the same as she now bears.)	1,089	Raymond Leeman Gilchrist, of Liverpool, county of Lancaster, shipowner.	Mortgage, dated 8th September 1863, for an account and interest at 5 per cent., to Dunbar Henderson, of Thomaston, Maine, United States of America, merchant.
Wallasea - - - - - (and her foreign name is "Enoch Barnard.")	1,434	Charles William Harrison Pickering, merchant, 32 shares; Edward Tennant and James Moore Tennant, merchants, joint owners, 16 shares; Andrew Haymond Houghton and Patrick Vance, cotton brokers, joint owners, 8 shares; Frederick Julius Herbert Servaes, merchant, 4 shares; Joseph Thompson, merchant, 4 shares; all of Liverpool, county of Lancaster.	Not mortgaged.
Ariosto - - - - - - (and her foreign name is "Rachel.")	837	Andrew Malcolmson, of Liverpool, in the county of Lancaster, merchant.	Not mortgaged.

Name of Ship.	Tonnage.	Name and Address of Owner.	Particulars, if Mortgaged.
Edwin - - - - - (and her foreign name is "Hebur.")	418	Edwin Holford, of Liverpool, county of Lancaster, merchant.	Not mortgaged.
Sam Lewis - - - - (and her foreign name is the same as she now bears).	80	Francis S. Sawyer, 32 shares; Hector M'Lean, 32 shares, both of Wallacebury, Kent.	Not mortgaged.
Bell - - - - - - (and her foreign name is "C. W. Godard.")	28	Felix Geoffrion, of Vezelieres, in the Province of Canada, notary public.	Not mortgaged.
J. C. Rahming - - - (and her foreign name is "Muskingum.")	199	John C. Rahming, of New York, United States of America, merchant.	Not mortgaged.
Oracle - - - - - - (and her foreign name is the same as she now bears.)	1,134	James William Hamilton, of St. John's, New Brunswick, merchant.	Not mortgaged.
Nan Nan - - - - - (and her foreign name is "Flushing.")	100	Robert Winning Simpson, of Ardee, county of Louth, Ireland, gentleman.	Not mortgaged.
Leonide - - - - - (and her foreign name is not given.)	696	Archibald Baxter, of New York, United States of America, merchant.	Not mortgaged.
W. E. Alexander - - - (no foreign name given.)	190	Edward Lyster, of Yarmouth, Nova Scotia, now of New York, United States of America, stevedore.	Mortgage, dated 10th June 1863, for 7,000 dollars, and interest at 5 per cent., to Nathaniel Gott Tucker, of Harrington, Maine, United States of America, master mariner.
Ella - - - - - - (and her foreign name is "Republic.")	124	John Waterbury Cudlip and George Edwin Sinder, both of St. John, New Brunswick, merchants, joint owners.	Not mortgaged.
Natal - - - - - - (and her foreign name is "Storm King.")	372	Charles Hall, of Sheffield, England, now of Boston, United States of America, merchant.	Not mortgaged.
James Murchie - - - (and her foreign name is "Palmetto.")	210	James Murchie, of St. Stephen, New Brunswick, merchant.	Not mortgaged.
Spaulding - - - - - (and her foreign name is "St. John.")	277	William Miller M'Lean, of St. John, New Brunswick, merchant.	Not mortgaged.
Oxford - - - - - - (and her foreign name is "Regulator.")	1,075	George Greig, of Oxford, Canada West, gentleman	Not mortgaged.
Aberdeen - - - - (and her foreign name is "Mamaranack.")	1,210	John Waterbury Cudlip and George Edwin Sinder, both of St. John, New Brunswick, merchants, joint owners.	Not mortgaged.
Kenilworth - - - - (and her foreign name is "Volant.")	987	William Milier M'Lean, of St. John, New Brunswick, merchant.	Mortgage, dated 11th August 1863, for 35,000 dollars, and interest at 6 per cent., to Francis Curtis and Samuel Endicott Peabody, of Boston, United States of America, merchants, joint mortgagees.
Vicksburg - - - - (and her foreign name is the same as she now bears.)	1,244	Hugh Cuthbert, of Greenock, county of Renfrew, Scotland, shipowner.	Not mortgaged.
Laura - - - - - - (no foreign name given.)	164	Charles Adolphus Gisborne, of New York, United States of America, merchant.	Not mortgaged.
Fanny - - - - - - (and her foreign name is "Sea Ranger.")	101	William Miller M'Lean, of St. John, New Brunswick, merchant.	Not mortgaged.
St. Alban's - - - - (and her foreign name is "Henrietta Marcy.")	1,266	William Miller M'Lean, of St. John, New Brunswick, merchant.	Mortgage, dated 28th August 1863, for 55,000 dollars, and interest at 6 per cent., to Francis Curtis and Samuel Endicott Peabody, both of Boston, United States of America, merchants, joint mortgagees.

Name of Ship.	Tonnage.	Name and Address of Owner.	Particulars, if Mortgaged.
Lottie Warren - - - - (and her foreign name is the same as she now bears.)	1,184	Frank Shaw, of Boston, United States of America, merchant.	Not mortgaged.
Avon - - - - - - (and her foreign name is "Cyclone.")	1,000	William Miller M'Lean, of St. John, New Brunswick, merchant.	Mortgage, dated 2d September 1863, for 35,000 dollars, and interest at 6 per cent., to Francis Curtis and Samuel Endicott Peabody, both of Boston, United States of America, merchants, joint mortgagees.
Sarah March - - - - - (and her foreign name is the same as she now bears.)	525	Edward Dazrel Jewett, of St. John, New Brunswick, merchant.	Not mortgaged.
C. H. Soule - - - - - (and her foreign name is the same as she now bears.)	1,043	William Thomson, of St. John, New Brunswick, merchant.	Mortgage, dated 13th October 1863, for 70,000 dollars, to C. H. Soule, Enos Soule, Enos C. Soule, of Freeport; Charles Soule, of Yarmouth, shipbuilders; William Sinnett, of Cape Elizabeth, master mariner; all in the State of Maine, United States of America, joint mortgagees.
Coringa - - - - - - (and her foreign name is "Lucinda.")	884	Henry Eyre, of New York, United States of America, merchant.	Not mortgaged.
Andrew Jackson - - - (and her foreign name is the same as she now bears.)	1,253	William Stalker Johnson, of New York, United States of America, master mariner.	Not mortgaged.
Prima Donna - - - (and her foreign name is "Annie M. Kelly.")	389	John Ambrose Willard, of St. John, New Brunswick, merchant's clerk, resident at Boston, United States of America.	Not mortgaged.
Longwood - - - - - (and her foreign name is the same as she now bears.)	1,260	William Miller M'Lean, of St. John, New Brunswick, merchant.	Mortgage, dated 5th November 1863, for 13,000 *l.*, to Gilbert C. Trufant, of Boston, United States of America, merchant.
The Craigs - - - - - (and her foreign name is "Cheltenham.")	1,143	James Morris Walthew and John Richmond Cuthbert, both of Liverpool, in the county of Lancaster, merchants, joint owners.	Not mortgaged.
Mesopotamia - - - - (and her foreign name is "Fas Siew.")	410	Francis Gertrard Prange, of Liverpool, county of Lancaster, merchant.	Not mortgaged.
Frances A. Palmer - - (and her foreign name is the same as she now bears.)	1,627	James Nixon Duck, of the city of New York, in the United States of America, merchant.	Mortgage, dated 2d July 1863, for 9,600 *l.*, and interest at 5 per cent., to Ezra Denison Post, of Essex, Connecticut, in the United States of America, shipowner.
Northern Belle - - - (and her foreign name is "Jennie Beals.")	1,166	James Morris Walthew and John Richmond Cuthbert, both of Liverpool, county of Lancaster, merchants, joint owners.	Not mortgaged.
Gratitude - - - - - (and her foreign name is "John J. Boyd.")	1,551	William Western Tapscott, merchant, 52 shares; Samuel Smith, merchant, 8 shares; John Farmer, merchant, 4 shares; all of Liverpool, county of Lancaster.	Not mortgaged.
Alhambra - - - - - (and her foreign name is the same as she now bears.)	1,270	James Hainsworth, of Liverpool, county of Lancaster, merchant.	Not mortgaged.
Aline - - - - - - (and her foreign name is "Quickstep.")	802	Andrew Malcomson, of Liverpool, in the county of Lancaster, merchant.	Not mortgaged.
Bosphorus - - - - - (and her foreign name is the same as she now bears.)	1,317	Edward Darrell Jewett, of St. John, New Brunswick, merchant.	Not mortgaged.
Eureka - - - - - - (and her foreign name is the same as she now bears.)	834	John Ferris, of Fermanagh, Ireland, now resident at Boston, United States of America.	Not mortgaged.
Sea Shell - - - - - (and her foreign name is the same as she now bears.)	233	Albertus Lemmen and Ricardo Hayward, both of Adelaide, gentlemen, joint owners.	Not mortgaged.
Rebecca - - - - - (and her foreign name is the same as she now bears.)	261	Edward Crooke, of Port Albert, colony of Victoria, squatter.	Not mortgaged.

Name of Ship.	Tonnage.	Name and Address of Owner.	Particulars, if Mortgaged.
Calcutta Merchant - - - (and her foreign name is "Sybil.")	717	Hadjee Saynn Rhomotoolah, of Calcutta, merchant	Mortgage, dated 6th February 1863, for 36,875 rupees, and interest at 12 per cent., to Gocooldoss Soolderjee, of Calcutta, merchant. Subsequently discharged. Mortgage, dated 27th August 1863, for 35,000 rupees, and interest at 12 per cent., to Hadjee Jackariah Mahomed, of Calcutta, merchant.
Sultana - - - - - (and her foreign name is "Chevalier.")	502	Gocooldoss Soonderjee, of Calcutta, merchant - -	Mortgage, dated 24th February 1863, for 25,000 rupees, and interest at 10 per cent., to William Michael Whitney, Israel Goodwin Whitney, and Stanton Whitney, all of Calcutta, merchants, joint mortgagees.
Turkey - - - - - (and her foreign name is "Eagle.")	1,121	Hussen Jerahim Ben Johar, of Calcutta, merchant -	Mortgage, dated 20th March 1863, for *Rs.* 47,375 12 *a.*, to John Atkinson, Frederick Augustus Tilton, Frederick Gideon Elderidge, and Merewether Hood Griffiths, all of Calcutta, merchants. Subsequently discharged.
Jehangheer - - - - (and her foreign name is "Quickstep.")	560	Hadjee Sedick Hamed, 48 shares; Adyoob Sally Mahomed, 16 shares; both of Calcutta, merchants.	Mortgage, dated 6th July 1863, for 27,500 rupees, and interest at 12 per cent., to John Atkinson, Frederick Augustus Tilton, Frederick Gideon Elderidge, Merewether Hood Griffiths, all of Calcutta, merchants, joint mortgagees.
Fiery Cross - - - - (and her foreign name is "Belle of the West.")	989	Johannes Avdall, the younger, of Calcutta, merchant	Mortgage, dated 3d October 1863, for 37,750 rupees, and interest at 12 per cent., to Stanton Whitney, of Calcutta, merchant.
Chanticleer - - - - (and her foreign name is "Union.")	739	Henry Honyman Handley, of Calcutta, surveyor of shipping.	Not mortgaged.
Indian Merchant - - - (and her foreign name is "Indian.")	843	Golaum Hossam Veerjee, of Calcutta, merchant -	Mortgage, dated 27th November 1863, for 59,400 rupees, and interest at 12 per cent., to John Atkinson, Frederick Augustus Tilton, Frederick Gideon Eldridge, Merewether Hood Griffiths, all of Calcutta, merchants, joint mortgagees.
Rattlesnake - - - - - (no foreign name given.)	371	Ebrahim Dedee, of Calcutta, merchant - - -	Not mortgaged.
Dirigo - - - - - - (no foreign name given.)	631	Womeschumder Ghose, of Calcutta, Banian - -	Mortgage, dated 12th December 1863, for 60,000 rupees, and interest at 8 per cent., to John Atkinson, Frederick Augustus Tilton, Frederick Gideon Eldridge, and Merewether Hood Griffiths, all of Calcutta, merchants, joint mortgagees.
Rachel - - - - - (and her foreign name is "Venice.")	349	Marear Gregory, of Calcutta, merchant - - -	Not mortgaged.
Hippogriffe - - - - (foreign name not given.)	728	Hadjee Jaffer Moosa, of Calcutta, merchant - -	Mortgage, dated 19th December 1863, for 45,000 rupees, and interest at 12 per cent., to John Atkinson, Frederick Augustus Tilton, Frederick Gideon Eldridge, and Merewether Hood Griffiths, all of Calcutta, merchants, joint mortgagees.
Cohen Family - - - (and her foreign name is "Clara S. Puble.")	879	Abraham Cohen, of Moulmein, British Burmah, merchant and shipowner.	Not mortgaged.
Homer - - - - - - (and her foreign name is the same as she now bears.)	419	Sim Cheang Chien, of Singapore, merchant - -	Not mortgaged.

Name of Ship.	Tonnage.	Name and Address of Owner.	Particulars, if Mortgaged.
Kate Hastings - - - (and her foreign name is the same as she now bears.)	458	Chung Soh Chew, 32 shares; Sim Seang Chew, 32 shares; both of Singapore, merchant.	Not mortgaged.
Cama Family - - - (and her foreign name is "Edwin Flye.")	1,202	Syed Abdullah Bin Ormaral Juneid, of Singapore, merchant.	Not mortgaged.
Hermann and Rebecka - (and her foreign name is "Samuel Appleton.")	713	Johann Heinrich Dauslsberg, of Singapore, merchant.	Not mortgaged.
Augusta - - - - - (and her foreign name is "Oriental.")	490	Wie Wat Sing, 32 shares; Yeo Hong Ghee, 32 shares; both of Singapore, traders.	Not mortgaged.
Singapore - - - - (and her foreign name is "Kate Howe.")	627	Tay Ibo Swee, 22 shares; Lun Ching Guan, 21 shares; Chia Aulock, 21 shares; all of Singapore, traders.	Not mortgaged.
Imperial - - - - - (and her foreign name is the same as she now bears.)	1,015	Edward John Leveson, of Singapore, merchant -	Not mortgaged.
Lombard - - - - - (and her foreign name is the same as she now bears.)	208	James Smith, of Dunedin, in New Zealand, barrister	Not mortgaged.
Alma - - - - - - (foreign name not given.)	63	James Bell Hye, of Hamilton, Bermudas, chemist -	Not mortgaged.
Oleander - - - - - (and her foreign name is not given.)	230	William Hubbard Peniston, of Hamilton, Bermudas, master mariner.	Mortgage, dated 3d March 1863, for 12,000 dollars, with interest at 5 per cent., to John Nathaniel Butterfield Middleton, and Thomas Dickenson Middleton, both of New York, United States of America, merchants, joint mortgagees.
Alice Tainter - - - (no foreign name given.)	570	Joseph Johnson, of St. George, Bermuda, merchant -	Not mortgaged.
Solferino - - - - (no foreign name given.)	192	George Augustus Lewis, of London, England, resident in New York, United States of America.	Not mortgaged.
Penniman - - - - (no foreign name given.)	188	Edward Lyster, of Yarmouth, Nova Scotia, now of New York, United States of America.	Mortgage, dated 11th April 1863, for 12,000 dollars, and interest at 5 per cent., to William M. Peck and Francis Church, of New York, United States of America, merchants, joint mortgagees.
Maria - - - - - - (no foreign name given.)	166	George Augustus Lewis, of London, England, resident at New York, United States of America.	Not mortgaged.
Winthrop - - - - (no foreign name given.)	200	John Printon, of London, England, resident in New York, United States of America, merchant.	Not mortgaged.
Kent - - - - - - (no foreign name given.)	59	Robert Leggett, of Waterford, Ireland, now of Brooklyn, Long Island, New York, United States of America.	Not mortgaged.
Lizzie Barnard - - - (no foreign name given.)	380	George A. Boardman, of St. Stephen's, Charlotte county, New Brunswick, merchant.	Not mortgaged.
Georgianna - - - - (no foreign name given.)	43	John Christopher Rahming, of Nassau, New Providence, now of New York, United States of America, merchant.	Not mortgaged.
Nile - - - - - - (no foreign name given.)	161	Samuel Salters, merchant, 48 shares; William Evans Whittla, master mariner, 16 shares; both of Pembroke, Bermuda.	Not mortgaged.
Pyramid - - - - - (no foreign name given.)	808	William Morice, of Heath House, Leighton Buzzard, Bedfordshire, England, now residing in New York, United States of America.	Not mortgaged.
Emma C. - - - - - (and her foreign name is "Somers.")	104	Thomas Cotton, junior, of Liverpool, England, now residing in Boston, United States of America.	Not mortgaged.
Matamoras - - - - - (and her foreign name is the same as she now bears.)	232	William Stewart, of Liverpool, England, resident now at New York, United States of America, merchant.	Mortgage, dated 31st December 1862, for 12,000 dollars, and interest at 5 per cent., to Oliver K. King, of New York, United States of America, merchant.

Name of Ship.	Tonnage.	Name and Address of Owner.	Particulars, if Mortgaged.
Charlotte (and her foreign name is "Providence.")	51	John Christopher Rahming, of Nassau, New Providence, resident at New York, United States of America.	Not mortgaged.
Louisa (and her foreign name is "Lillian.")	164	Alexander Johnson, of Nassau, New Providence, merchant.	Not mortgaged.
Antoinette (and her foreign name is "Stirling Price.")	42	James Black, of Nassau, New Providence, clerk	Not mortgaged.
Ella (and her foreign name is the same as she now bears.)	176	Thomas William Smith Middleton, of Stepney, county of Middlesex, England, now resident at New York, United States of America, merchant.	Not mortgaged.
Southern Right (and her foreign name is "Mary Brown.")	5	Robert William Dowson Albury, of Nassau, New Providence, merchant.	Not mortgaged.
Julia (and her foreign name is "Bessie.")	78	Edward Key, of Holbeach, Lincolnshire, England, resident at Brooklyn, United States of America.	Not mortgaged.
Alma (and her foreign name is "Ella Alida.")	43	Edward Key, of Holbeach, Lincolnshire, England, resident at Brooklyn, United States of America.	Not mortgaged.
John Griffin (and her foreign name is the same as she now bears.)	344	Henry Henderson, of London, England, resident at New York, United States of America.	Not mortgaged.
William D. S. Hyer (and her foreign name is the same as she now bears.)	100	George Panton Bell, of London, England, resident at Havana, Cuba.	Not mortgaged.
Ann Giberson (no foreign name given.)	99	George Panton Bell, of London, England, resident at Havana, Cuba.	Not mortgaged.
Herald (and her foreign name is the same as she now bears.)	70	John Palliser, of Connagh, Kilmacthomas, Ireland, gentleman.	Not mortgaged.
Albert (and her foreign name is "Susan Canon.")	105	William Robert Saunders, of Nassau, New Providence, merchant.	Not mortgaged.
Amelia Ann (and her foreign name is the same as she now bears.)	77	Robert William Dowson Albury, of Nassau, New Providence, merchant.	Not mortgaged.
Ella and Annie (and her foreign name is "W. G. Herves.")	755	James Carlin, of Hunstanton, Norfolk, England, master mariner, resident at Nassau, New Providence.	Not mortgaged.
Eugénie (and her foreign name is "Anna J. Lyman.")	92	R. W. Simpson, of London, England, resident at Havana, Cuba.	Not mortgaged.
Ella Adelle (and her foreign name is "Mary Lee.")	286	Joseph Eneas, of New York, United States of America, merchant.	Not mortgaged.
Express (and her foreign name is "H. B. Squire.")	123	Nehemiah Kelly Clements, of Yarmouth, Nova Scotia.	Not mortgaged.
Jane A. Bishop (and her foreign name is the same as she now bears.)	433	Henry Henderson, of London, England	Not mortgaged.
Banshee (and her foreign name is the same as she now bears.)	420	William Stewart, of Liverpool, county of Lancaster, England.	Not mortgaged.
Sybil (and her foreign name is "Eagle.")	210	William Stewart, of Liverpool, county of Lancaster, England.	Mortgage dated 11th November 1862, for 10,000 dollars, and interest at 5 per cent., to Oliver K. King, of New York, merchant.
Bob (and her foreign name is "R. A. Perry.")	72	Joseph Eneas, of New York, United States of America, merchant, 32 shares; Robert Everard Hutchison, of Elmthera, Bahamas, merchant, 32 shares.	Not mortgaged.
John G. (and her foreign name is "Palestine.")	176	Robert Henry Sawyer, and Ramon Antonio Menendez, both of Nassau, New Providence, merchants, joint owners.	Not mortgaged.
Belle (and her foreign name is "Zouave.")	45	George P. Bell, a British subject resident at Havana, Cuba.	Not mortgaged.

Name of Ship.	Tonnage.	Name and Address of Owner.	Particulars, if Mortgaged.
Susan B. Thompson - - (and her foreign name is "George Albert.")	231	Charles Shephard, of Brooklyn, New York, United States of America.	Not mortgaged.
Northwood - - - - - (and her foreign name is the same as she now bears.)	295	John Ernest Alexandre, of New York, United States of America.	Not mortgaged.
Helena - - - - - - (and her foreign name is "Spencer D.")	105	Charles Campbell, of Ireland, resident at New Orleans, United States of America.	Not mortgaged.
Atlantic - - - - - (and her foreign name is the same as she now bears.)	504	James Peat, of Liverpool, England, master mariner -	Not mortgaged.
Mary Robinson - - - (and her foreign name is the same as she now bears.)	52	John Robinson, of Preston, England, shipbuilder, resident at New Orleans, United States of America.	Not mortgaged.
Ocean Eagle - - - - (and her foreign name is the same as she now bears.)	264	Charles Robert Foster, of Picton, Nova Scotia -	Mortgage, dated 19th February 1863, for 2,900*l.*, and interest at 6 per cent., to William Henry Luce, Robert S. Luce, Mary F. Luce, Eliza E. Luce, and Charles E. Luce, of Rockland, Maine, United States of America, joint mortgagees.
Artist - - - - - - (and her foreign name is the same as she now bears.)	78	Nehemiah K. Clements, of Yarmouth, Nova Scotia	Not mortgaged.
Lucy Heywood - - - (and her foreign name is the same as she now bears.)	215	William Francis Ogilvie, of London, England, now of Brooklyn, New York, United States of America.	Not mortgaged.
Harriet - - - - - - (and her foreign name is "Alexander.")	52	Henry Walrond Oke Edge, of Torbay, England, now resident at New York, United States of America.	Not mortgaged.
Maria L. Davis - - - (and her foreign name is the same as she now bears.)	177	Benjamin Crawley, of Yarmouth, Nova Scotia -	Not mortgaged.
Red Fox - - - - - (and her foreign name is "Henry Horton.")	160	Robert Jump, of Liverpool, England, now resident at New Orleans, United States of America, merchant.	Not mortgaged.
Adelaide - - - - - (and her foreign name is "Citadel.")	24	Henry Walrond Oke Edge, of Torbay, England, resident at New York, United States of America.	Not mortgaged.
Sophia - - - - - - (and her foreign name is "Amelia.")	37	Henry Walrond Oke Edge, of Torbay, England, resident at New York, United States of America.	Not mortgaged.
Julia - - - - - - (and her foreign name is "Grand Turk.")	265	William Morrice, of Leighton Buzzard, Bedfordshire, England, now of New York, United States of America.	Not mortgaged.
Tivola - - - - - - (and her foreign name is the same as she now bears.)	184	Amos Bigland, of Liverpool, England, merchant, resident at New York, United States of America.	Not mortgaged.
William Smith - - - (and her foreign name is the same as she now bears.)	240	Joseph Eneas, of New York, United States of America, merchant.	Not mortgaged.
Indian Belle - - - - (and her foreign name is the same as she now bears.)	320	George Henkell Tobias, of Annapolis Royal, Nova Scotia.	Not mortgaged.
Ella - - - - - - (and her foreign name is "Gypsey.")	38	Thomas Stead, of Nassau, New Providence, clerk -	Not mortgaged.
Salem - - - - - - (and her foreign name is the same as she now bears.)	298	William Pearse Worwell, of Liverpool, England -	Not mortgaged.
Don José - - - - - (and her foreign name is "Edna Jones.")	36	George Panton Bell, of London, England, merchant, resident at Havana, Cuba.	Not mortgaged.
Mary - - - - - - (and her foreign name is "Yulee.")	7	Samuel Sawyer, of Green Turtle Bay, Abaco, Bahamas.	Not mortgaged.

Name of Ship.	Tonnage.	Name and Address of Owner.	Particulars, if Mortgaged.
Eleanor Miller - - - (and her foreign name is "Samoset.")	188	John Josiah Turtle, of Nassau, New Providence, merchant.	Not mortgaged.
Deer - - - - - - (and her foreign name is the same as she now bears.)	71	Hugh Allison, of New York, United States of America.	Not mortgaged.
Sarah Ann - - - - - (and her foreign name is "Lolla.")	74	Alexander Johnson, of Nassau, New Providence, merchant.	Not mortgaged.
Nightingale - - - - - (and her foreign name is "Lady Jane.")	35	John Thomas Hogg, of Brooklyn, United States of America.	Mortgage, dated 22d April 1863, for 3,500*l.*, and interest at 5 per cent., to Frederick L. Smith, master of the ship.
Lizzie - - - - - - (and her foreign name is the same as she now bears.)	58	William Robert Saunders, of Nassau, New Providence, merchant.	Not mortgaged.
Ranger - - - - - - (and her foreign name is "Snipe.")	15	Gabriel William Conves, of Gillingham, Kent, now resident at New Orleans, United States of America, merchant.	Not mortgaged.
Arletta - - - - - - (and her foreign name is "Mary Emma.")	36	Henry James Creighton, of Halifax, Nova Scotia, now resident at New York, United States of America.	Not mortgaged.
Rover - - - - - - (and her foreign name is "Secretary.")	68	Henry Rowland Saunders, of Nassau, New Providence, merchant.	Not mortgaged.
Havelock - - - - - (and her foreign name is "Mary Catherine.")	86	Charles Adolphus Gisborne, of Brooklyn, United States of America.	Not mortgaged.
Indus - - - - - - (and her foreign name is the same as she now bears.)	126	Joseph Eneas, of New York, United States of America, merchant.	Not mortgaged.
William Henry - - - (no foreign name given.)	314	William Burnard, of Bideford, Devon, England, master mariner.	Not mortgaged.
Clara D. Robbins - - - (and her foreign name is "Martha Post.")	273	Timothy Outhouse, of Sackville, New Brunswick -	Not mortgaged.
William - - - - - (and her foreign name is "Corelli.")	57	Lewis Grant Watson, of Nassau, New Providence, merchant.	Not mortgaged.
Edwin - - - - - - (and her foreign name is "E. C. Billings.")	161	Edwin Pinkham, of Boston, United States of America, merchant.	Not mortgaged.
James Douglas - - - (and her foreign name is "W. A. Griffin.")	74	Joseph Henry Johnson, of Harbour Island, Bahamas, master mariner.	Not mortgaged.
Mattie - - - - - - (and her foreign name is "Tranquil.")	72	Henry Llewellyn Williams, of New York, United States of America, merchant.	Not mortgaged.
Mary - - - - - - - (and her foreign name is the same as she now bears.)	11	John Saunders, merchant, 32 shares; Azariah Curry, mariner, 16 shares; John Curry, mariner, 16 shares; all of Abaco, Bahamas.	Not mortgaged.
Highland Mary - - - (and her foreign name is "Parana.")	145	John Henry Brown, of Arbroath, Scotland, stevedore, resident at New Orleans, United States of America.	Not mortgaged.
Jane - - - - - - (and her foreign name is the same as she now bears.)	57	Charles A. Gisborne, of Brooklyn, United States of America.	Not mortgaged.
Anna D. Jordan - - - (and her foreign name is the same as she now bears.)	334	George Henkell Tobias, of Annapolis Royal, Nova Scotia.	Not mortgaged.
Quick - - - - - - (no foreign name given.)	27	Ramon A. Menendez, of Nassau, New Providence, merchant.	Not mortgaged.
Spaulding - - - - (and her foreign name is "St. John.")	277	Samuel Otis Johnson, 32 shares; Thomas Williams, 32 shares; both of Nassau, New Providence, merchants.	Not mortgaged.

Name of Ship.	Tonnage.	Name and Address of Owner.	Particulars, if Mortgaged.
Acme - - - - - - (no foreign name given.)	267	John Paterson, of Inverness, Scotland, resident at New York, United States of America, merchant.	Mortgage, dated 7th July 1863, for 3,125 *l.*, and interest at 5 per cent., to Louis E. Hargons, Louis le Contents, both of New York, United States of America, merchants, joint mortgagees.
Fairy - - - - - - (and her foreign name is the same as she now bears.)	15	Robert Edwin Rigby, of Nassau, merchant - -	Not mortgaged.
Gertrude - - - - - (and her foreign name is "Morning Star.")	43	George H. Eveas, merchant, 16 shares; William G. Albury, 16 shares; William A. Allroy, 8 shares; Joseph T. Albury, 8 shares; Joseph Saunders, 16 shares, all of Harbour Island, Bahamas.	Not mortgaged.
Lola - - - - - - (and her foreign name is "Cora.")	58	John Brunes, of New Orleans, United States of America, merchant.	Not mortgaged.
Susana - - - - - - (and her foreign name is "America.")	55	Thomas Harry Solom, of Havana, Cuba, merchant	Not mortgaged.
Governor Bayley - - - (and her foreign name is "Bella Vernon.")	359	Thomas Williams, of Nassau, New Providence, merchant	Not mortgaged.
Maine - - - - - - (and her foreign name is "State of Maine.")	334	William Morrice, of Heath House, Leighton Buzzard, Bedfordshire, England, merchant.	Not mortgaged.
Tip Top - - - - - (and her foreign name is not given.)	29	Charles Milbank, of Essex, merchant - - -	Not mortgaged.
H. G. Berry - - - - (foreign name not given.)	290	Hugh Alison, at present residing in New Orleans, United States of America.	Not mortgaged.
Silvanus - - - - - (and her foreign name is "Elizabeth Hull.")	59	Silvanus Bethel, of Nassau, New Providence, ship carpenter.	Not mortgaged.
Minnie - - - - - - (and her foreign name is "Shadow.")	37	James Black, the younger, of Nassau, New Providence.	Not mortgaged.
Henry Adderley - - - (and her foreign name is "Rebecca.")	687	Henry Adderley, Augustus John Adderley, Geo. D. Harris, all of Nassau, New Providence, merchants, joint owners.	Not mortgaged.
Del Pilar - - - - - (and her foreign name is "Yankee Bird.")	60	John H. C. Ogilvie, a British subject resident at New York, United States of America, merchant.	Not mortgaged.
Walter Scott - - - - (no foreign name given.)	110	William Francis Scott, resident at New Orleans, United States of America, merchant.	Not mortgaged.
C. F. O'Brien - - - (no foreign name given.)	263	John Baker, of Lydd, Kent, England, resident at New Orleans, United States of America, merchant.	Not mortgaged.
Louisa - - - - - - (and her foreign name is "Matamoras.")	85	James Bluck, of Nassau, New Providence, merchant's clerk.	Not mortgaged.
Jane Otis - - - - - (no foreign name given.)	50	Michael Keating, of Port Mulgrave, Nova Scotia, merchant.	Not mortgaged.
Exchange - - - - - (foreign name not given.)	24	Edward M. Marshall, of Digby, Nova Scotia, merchant.	Not mortgaged.
Aimee - - - - - - (no foreign name given.)	108	Urbain Doucet, of Clare, Nova Scotia, master mariner.	Not mortgaged.
Sarahs - - - - - - (no foreign name given.)	181	James William Bigelow, of Cape Canso, Guysborough, Nova Scotia, master mariner.	Not mortgaged.
Quindaro - - - - - (and her foreign name is "Ann and Mary.")	195	Edwin Pinkham, of Barrington, Nova Scotia, merchant.	Not mortgaged.
Idella - - - - - - (and her foreign name is "Aladdin.")	179	Edwin Pinkham, of Boston, United States of America, merchant.	Not mortgaged.
Sarah Atlee - - - - - (and her foreign name is "Ianthe.")	245	George Panton Bell, of Havana, Cuba, merchant -	Not mortgaged.
Perseverance - - - (no foreign name given.)	35	Edward S. Smith, of North Sydney, county of Cape Breton, merchant.	Not mortgaged.
Dearborn - - - - - (no foreign name given.)	133	J. D. Deville, of Chamberry, Canada, East - -	Not mortgaged.

Name of Ship.	Tonnage.	Name and Address of Owner.	Particulars, if Mortgaged.
J. C. Harrison - - - (no foreign name.)	33	Edward Pierson Archibald, of Sydney, Cape Breton, Nova Scotia, merchant.	Not mortgaged.
Albert - - - - - (and her foreign name is "Baltimore.")	58	George Killain, of Yarmouth, Nova Scotia, merchant	Not mortgaged.
Forest Oak - - - - (and her foreign name is the same as she now bears.)	92	Theodore Churchill, of Yarmouth, Nova Scotia, master mariner.	Not mortgaged.
Ocean Wave - - - - (and her foreign name is "Ocean.")	37	Maurice Peters, 42 shares; Oliver Peters, 22 shares, both of Westport, Nova Scotia, mariners.	Not mortgaged.
Lydia - - - - - - (and her foreign name is "North Carolina.")	700	Nehemiah K. Clements, of Yarmouth, Nova Scotia, merchant.	Not mortgaged.
John Spear - - - - (and her foreign name is the same as she now bears.)	694	James Anderson, of Liverpool, Great Britain, master mariner.	Not mortgaged.
Winnifred - - - - (and her foreign name is the same as she now bears.)	329	Nehemiah K. Clements, of Yarmouth, Nova Scotia, shipowner.	Not mortgaged.
Veloz - - - - - - (and her foreign name is "Henrietta.")	47	Samuel M. Ryerson, of Yarmouth, Nova Scotia, shipowner.	Not mortgaged.
Margaret Evans - - - (and her foreign name is the same as she now bears.)	1,013	George Shaw, of Montreal, Canada; David Shaw, of Glasgow, Scotland, shipping agents, joint owners.	Not mortgaged.
Marigo - - - - - - (and her foreign name is "Henry Hill.")	493	George Emmanuel Franghuidi, of London, Great Britain, merchant.	Not mortgaged.
Saxon - - - - - - (and her foreign name is "Lucy Johnson.")	216	William James Anderson, of Cape Town, merchant	Not mortgaged.
Mary Gardiner - - - (and her foreign name is the same as she now bears.)	239	Henry Terestone Watson, of Cape Town, shipowner	Mortgage, dated 7th April 1863, for 2,000*l.*, and interest at 6 per cent., to John Ames Thomas, master mariner.
Star of the West - - - (and her foreign name is the same as she now bears.)	1,297	James Atkins, of Liverpool, county of Lancaster, master stevedore.	Not mortgaged.
Elizabeth - - - - - (and her foreign name is "E. Foster.")	338	Henry Tibbits Roper, of Liverpool, in the county of Lancaster, merchant.	Not mortgaged.
Vaucluse - - - - - (and her foreign name is the same as she now bears.)	759	Raymond Leeman Gilchrist, of Liverpool, county of Lancaster, shipowner.	Not mortgaged.
Margaret Quayle - - - (and her foreign name is "James Honey.")	1,089	William Quayle, of Liverpool, county of Lancaster, merchant.	Mortgage, dated 24th October 1863, for 6,000*l.*, and interest at 5 per cent., to John Coupland, the younger, of Liverpool, county of Lancaster, merchant.
Edith - - - - - - (and her foreign name is "Thomas Jefferson.")	1,114	Henry Flinn, of Liverpool, county of Lancaster, master mariner.	Mortgage, dated 5th October 1863, to secure sums due on account current to Geo. Taylor and William Tipper, both of Liverpool, county of Lancaster, ship brokers, joint mortgagees.
Philadelphia - - - - (and her foreign name is the same as she now bears.)	1,259	The Globe Navigation Company (Limited), of Liverpool, county of Lancaster.	Not mortgaged.
John Gilpin - - - - (and her foreign name is the same as she now bears.)	283	John Paterson, of Port Elizabeth, merchant - -	Not mortgaged.
Ansdell - - - - - (and her foreign name is the same as she now bears.)	362	Thomas Ansdell, of Cape Town, merchant - -	Not mortgaged.
Falcon - - - - - (and her foreign name is "Clara Hayall.")	340	Alfred Hardwick Gibbs, of Harewood, Yorkshire, now resident at New York, United States of America, shipowner.	Not mortgaged.
Antelope - - - - (and her foreign name is the same as she now bears.)	1,139	John Garven Dale, of Cape Town, merchant - -	Mortgage, dated 27th June 1863, for 32,000 dollars, and interest at 5 per cent., to John Henry Harbeck and William Henry Harbeck, of New York, United States of America, joint mortgagees.

Name of Ship.	Tonnage.	Name and Address of Owner.	Particulars, if Mortgaged.
Clipper - - - - - - (and her foreign name is the same as she now bears.)	75	Michael Sewans Vander Bye, of Cape Town, merchant.	Not mortgaged.
Morning Star - - - (and her foreign name is the same as she now bears.)	433	John Garven Dale, of New York, United States of America, merchant.	Mortgage, dated 27th June 1863, for 24,000 dollars, with interest at 2½ per cent., to John Henry Harbeck and William Henry Harbeck, of New York, United States of America, joint mortgagees.
Ida - - - - - - (and her foreign name is "Peri.")	163	Jean Victor Bandeau, 22 shares; Desiré François, 21 shares; Jean Pierre Francois, 21 shares; all of Port Louis, traders.	Not mortgaged.
Chance - - - - - - (and her foreign name is "North-West.")	286	Henry Clay Squier, shipwright, 42 shares; John William Gould, shipwright, 22 shares; both of Port Louis. John William Gould transfers his interest to Henry Clay Squier, as aforesaid.	Mortgage, dated 28th December 1863, for 800*l.*, and interest at 9 per cent., to Edward Foster Lakeman, of Port Louis, master mariner.
Catherine Holbrook - - (and her foreign name is "Sarah.")	375	Henry Clay Squier, of Port Louis, shipwright -	Not mortgaged.
Codabux - - - - - (and her foreign name is "Grace Ross.")	1,287	Eyoob Aboo Tauleb, of Port Louis, merchant -	Not mortgaged.
Nil Desperandum - - - (and her foreign name is "Rodman.")	347	Alexander Griffin, of Port Louis, Mauritius, master mariner.	Mortgage, dated 14th October 1863, for 3,000 dollars, to Alexander Duff, of Port Louis, merchant.
Jan Allum - - - - - (and her foreign name is "Julia Lawrence.")	999	Eyoob Aboo Tauleb, of Port Louis, Mauritius, merchant.	Not mortgaged.
Georgina - - - - - (and her foreign name is "Thomas W. Lears.")	540	James Fraser, of Port Louis, Mauritius, merchant	Not mortgaged.
Azelia - - - - - - (and her foreign name is the same as she now bears.)	287	William Whitlock, of St. Andrew's, New Brunswick, merchant.	Not mortgaged.
W. A. Farmsworth - - (and her foreign name is "Lapwing.")	327	Henry Clay Squier, of Port Louis, Mauritius, shipwright.	Mortgage, dated 24th December 1863, for 5,000*l.*, to Frederick Thorndyke, of Port Louis, master mariner.
G. T. Kemp - - - - - (and her foreign name is "David Rimball.")	370	John Paterson, of Port Elizabeth, Cape of Good Hope, merchant.	Not mortgaged.
Falcon - - - - - - (and her foreign name is the same as she now bears.)	479	John Paterson, of Port Elizabeth, Cape of Good Hope, merchant.	Not mortgaged.
Edward - - - - - (and her foreign name is not given.)	183	Henry Thackray, of Teckwith, near Leeds, Yorkshire, England.	Not mortgaged.
E. P. Dorr - - - - (no foreign name given.)	60	Thomas O'Donohue, of Quebec, Canada, watchmaker.	Not mortgaged.
Sunbeam - - - - (and her foreign name is the same as she now bears.)	993	Henry Fry, of Quebec, province of Canada, merchant.	Not mortgaged.
George Downs - - - (and her foreign name is the same as she now bears.)	147	Owen Hinds, of St. Stephen, province of New Brunswick, shipbuilder.	Not mortgaged.
Mystic Tie - - - - - (and her foreign name is "Amethyst.")	33	James Brown, 22 shares; Alfred Brown, 21 shares; David Ludlow, 21 shares; all of Campobello, New Brunswick, fishermen.	Not mortgaged.
Norfolk - - - - - - (and her foreign name is the same as she now bears.)	125	Zachariah Chipman and John Bolton, both of St. Stephen, New Brunswick, merchants, joint owners.	Not mortgaged.
Mary Kelly - - - - (and her foreign name is the same as she now bears.)	172	Stephen H. Hitchings, of St. Stephen, New Brunswick, Esq.	Not mortgaged.
Albert - - - - - - (and her foreign name is "Mendomake.")	70	Douglas Cogswell, of St. Andrew's, New Brunswick, mariner.	Not mortgaged.

Name of Ship.	Tonnage.	Name and Address of Owner.	Particulars, if Mortgaged.
Jeff Davis - - - - (and her foreign name is "Otis.")	21	Thomas R. Parker, of Deer Island, New Brunswick, fisherman.	Not mortgaged.
Villafranca - - - - (and her foreign name is the same as she now bears).	370	Zachariah Chipman, of St. Stephen, New Brunswick, merchant.	Not mortgaged.
Emma Pemberton - - (and her foreign name is "Julie.")	89	Robert Robinson, of Canterbury, New Brunswick, merchant.	Not mortgaged.
Italian - - - - - (and her foreign name is the same as she now bears.)	52	Gillman F. Chaffey, of Indian Island, New Brunswick, mariner.	Mortgage, dated 30th June 1863, for 900 dollars, and interest at 6 per cent., to George Peabody and Howard Cummings, both of Eastport, Maine, United States of America, merchants, joint mortgagees. Mortgage, dated 30th June 1863, for 300 dollars, and interest at 6 per cent., to Gideon Stickney, of Eastport, as aforesaid.
William Graham - - - (and her foreign name is "Inlet.")	25	John J. Robinson, of Campobello, New Brunswick	Not mortgaged.
Anvil - - - - - - (and her foreign name is the same as she now bears.)	85	Lorenzo Wilson, of Campobello, New Brunswick -	Not mortgaged.
Caravan - - - - (and her foreign name is the same as she now bears.)	25	Nelson Ludlowe, of Deer Island, New Brunswick, fisherman.	Not mortgaged.
Czarina - - - - - (and her foreign name is the same as she now bears.)	538	Annie M. Kidley, of Bristol, England, at present residing at St. Andrew's, New Brunswick, spinster.	Mortgage, dated 28th July 1863, for 38,000 dollars, and interest at 6 per cent., to James Treal, of Frankford, State of Maine, United States of America, merchant.
Alpine - - - - - - (and her foreign name is the same as she now bears).	516	Annie M. Kidley, as aforesaid - - - -	Mortgage, dated 28th July 1863, for 40,000 dollars, and interest at 6 per cent., to James Treal, of Frankford, as aforesaid.
M. A. Herrera - - - (and her foreign name is the same as she now bears).	396	Annie M. Kidley, as aforesaid - - - -	Mortgage, dated 28th July 1863, for 20,000 dollars, and interest at 6 per cent., to James Treal, of Frankford, as aforesaid.
Robin - - - - - - (and her foreign name is the same as she now bears).	309	Annie M. Kidley, as aforesaid - - - -	Mortgage, dated 28th July 1863, for 15,000 dollars, and interest at 6 per cent., to James Treal, as aforesaid.
Gazelle - - - - - (and her foreign name is the same as she now bears).	25	William B. Guptill, 48 shares; Charles Sinclair, 16 shares; Grandmanan, province of New Brunswick (both of), fishermen.	Not mortgaged.
Sardinia - - - - (and her foreign name is the same as she now bears.)	724	Charles Alfred de Wolf, of Halifax, Nova Scotia, merchant.	Not mortgaged.
Alice - - - - - - (and her foreign name is "Fischer.")	99	Annie M. Kidley, of Bristol, England; at present residing at St. Andrew's, New Brunswick, spinster.	Mortgage, dated 4th September 1863, for 7,000 dollars, and interest at 6 per cent., to James Treal, of Frankfort, State of Maine, United States of America, merchant.
James M. Churchill - - (and her foreign name is the same as she now bears.)	417	Annie M. Kidley, of Bristol, England; at present residing at St. Andrew's, New Brunswick, spinster.	Mortgage, dated 8th September 1863, for 20,000 dollars, and interest at 6 per cent., to James Treal, of Frankfort, State of Maine, as aforesaid.
Fred Warren - - - - (and her foreign name is the same as she now bears.)	1,168	Frank Shaw, of Salford, Lancashire, England; now residing at Boston, United States of America.	Not mortgaged.
Flor del Mar - - - - (and her foreign name is the same as she now bears).	557	William Whitlock, of St. Andrew's, New Brunswick.	Mortgage, dated 25th September 1863, for 45,000 dollars, and interest at 6 per cent., to Webster Treal, of Frankfort, State of Maine, merchant. Mortgage subsequently transferred to Lyman Wisrrell, of Frankfort, as aforesaid, master mariner.

Name of Ship.	Tonnage.	Name and Address of Owner.	Particulars, if Mortgaged.
Sparkling Sea - - - (and her foreign name is the same as she now bears.)	416	William Whitlock, of St. Andrew's, New Brunswick, merchant.	Mortgage, dated 15th October 1863, for 25,000 dollars, and interest at 6 per cent., to Webster Treal, of Frankfort, State of Maine, United States of America, merchant.
Son - - - - - - (and her foreign name is "Palanquin.")	24	George E. Fountain, of Deer Island, New Brunswick, fisherman.	Mortgage, dated 22d October 1863, for 300 dollars, and interest at 6 per cent., to Samuel Stoddart, of Pembroke, State of Maine, as aforesaid.
Fleet Wing - - - - - (and her foreign name is the same as she now bears.)	74	Theodore Churchill, of Yarmouth, Nova Scotia, mariner.	Not mortgaged.
George H. Warren - - (and her foreign name is the same as she now bears.)	1,141	Frank Shaw, of Salford, Lancashire, England, at present residing in Boston, United States of America, merchant.	Not mortgaged.
Emma - - - - - - (and her foreign name is the same as she now bears.)	20	William Brown, of St. Stephen, New Brunswick, mariner.	Not mortgaged.
Amy Wooster - - - (and her foreign name is the same as she now bears.)	151	Clement B. Eaton, of St. Stephen, New Brunswick, merchant.	Not mortgaged.
Frances Harriett - - - (foreign name not given.)	43	William N. Ingalls, 48 shares; Wm. W. Guthrie, 16 shares; both of Grandmanan, New Brunswick, fishermen.	Not mortgaged.
Thalatta - - - - - (and her foreign name is the same as she now bears.)	762	Charles Hare, of Liverpool, in the county of Lancaster.	Not mortgaged.
Fremont - - - - - (and her foreign name is the same as she now bears.)	36	James Foley, of St. John, Newfoundland, joiner -	Not mortgaged.
Kasbec - - - - - - (and her foreign name is the same as she now bears.)	115	Francis John Brooking Wyatt, of St. John, Newfoundland, shipowner.	Not mortgaged.
Hanover - - - - - (and her foreign name is the same as she now bears.)	162	David Bartlett Lemon, of Belfast, Ireland, shipowner.	Not mortgaged.
Lurline - - - - - - (and her foreign name is "Matthew Varsar.")	125	Francis Wrentmore Cook, of Sydney, New South Wales, shipowner.	Mortgage, dated 17th January 1863, for 600 *l.*, and interest at 9 per cent., to Michael Metcalfe, of Sydney, New South Wales, merchant.
Austerlind - - - - (foreign name not given.)	506	Alexander Stuart, of Sydney, New South Wales, merchant— Who transfers his interest to John Rayden Bingle, of Newcastle, New South Wales, shipowner.	Mortgage, dated 3d June 1863, for 3,000 *l.*, to Robt. Towns and Alexander Stewart, both of Sydney, New South Wales, joint mortgagees.
Mary and Edith - - - (and her foreign name is "Leon.")	454	Alexander Stuart, of Sydney, New South Wales -	Not mortgaged.
Donna Amelia - - - (and her foreign name is "Golden Cross.")	1,308	Alexander Pellew Wilson, of Bahia, in the Empire of the Brazils, merchant.	Not mortgaged.
Clara Hargrave - - - (and her foreign name is "Achilles.")	466	George Martin, of Liverpool, county of Lancaster, merchant.	Not mortgaged.
Annie Boylston - - - (foreign name not given.)	869	Elijah James Crocker, of Liverpool, county of Lancaster, merchant.	Not mortgaged.
Sanspareil - - - - - (and her foreign name is "Fanny M'Henry.")	1,180	The Globe Navigation Company (Limited), of Liverpool, county of Lancaster.	Not mortgaged.
Wavertree - - - - - (and her foreign name is "R. H. Harman.")	266	Edward Shaw, of Liverpool, county of Lancaster, merchant.	Not mortgaged.
Olympia - - - - - (and her foreign name is "Inez.")	850	Edward Stewart Jones, 32 shares, merchant; John Samuel M'Knight, shipowner, 32 shares; both of Liverpool, county of Lancaster.	Not mortgaged.

Name of Ship.	Tonnage.	Name and Address of Owner.	Particulars, if Mortgaged.
Simoon - - - - - - (and her foreign name is the same as she now bears.)	1,162	Nicholas Sinnott, of Enniserthing, county of Wexford, merchant, 40 shares; William James Lamport, George Holt, and Philip Henry Holt, all of Liverpool, county of Lancaster, merchants, joint owners, 8 shares; John Phillips, and Wm. Ellis, of Liverpool, aforesaid, sailmakers, joint owners, 8 shares; John Murphy, master mariner, of Liverpool, aforesaid, 8 shares.	Mortgage, dated 7th November 1863 (on 40 shares held by Nicholas Sinnott), for an account current to Wm. James Lamport, George Holt, and Philip Henry Holt, all of Liverpool, county of Lancaster, merchants, joint mortgagees. Mortgage, dated 11th November 1863 (on 8 shares held by John Murphy), for an account current to Wm. James Lamport, George Holt, and Philip Henry Holt, as aforesaid, joint mortgagees.
W. C. Wentworth - - - (and her foreign name is "John Howe.")	315	James Merriman, of Sydney, New South Wales, shipowner.	Not mortgaged.
Queensland - - - - - (and her foreign name is "N. M. Haven.")	414	Robert Towns, of Sydney, New South Wales, merchant.	Not mortgaged.
Manakan - - - - - (and her foreign name is "Elizabeth C. Felton.")	443	Waltham Kensell, of Sydney, New South Wales, shipowner.	Not mortgaged.
Fanny Merriman - - - (and her foreign name is "Rapid.")	401	James Merriman, 32 shares; William Andrews, 32 shares; both of Sydney, New South Wales, shipowners.	Not mortgaged.
Eliza - - - - - - (foreign name not given.)	1,378	Karsandos Madhavadas, of Bombay, Hindoo merchant.	Not mortgaged.
Storm King - - - - - (and her foreign name is the same as she now bears.)	1,148	Charles Turton Johnson, of Victoria, Hong Kong, merchant.	Not mortgaged.
Zephyr - - - - - - (and her foreign name is the same as she now bears.)	410	Robert Inglis Fearon, of Victoria, Hong Kong, merchant.	Not mortgaged.
Wild Pigeon - - - - (foreign name not given.)	769	William Morrice, of Leighton Buzzard, Bedfordshire, merchant— Who transfers his interest to Graham Anderson, of Hong Kong.	Mortgage, dated 8th December 1863, for 40,000 dollars, with interest at 12 per cent., to Epsto P. Fabbie, and Fredk. Chauncey, of New York, United States of America, merchants.
Assam Valley - - - (and her foreign name is "Vision.")	1,100	Patrick Tregent, the younger, and Frederick Rushton Marrow, both of Liverpool, in the county of Lancaster, merchants, joint owners— Who transfer 8 shares to Robert Duncan, of Liverpool, in the county of Lancaster, master mariner.	Mortgage, dated 21st December 1863, to secure 350*l.* 17*s.* 6*d.*, and interest at 10 per cent., to Thos. Main and James Rentoul Montgomery, both of Liverpool, county of Lancaster, ship-store dealers, joint mortgagees.
Clara Wheeler - - - (and her foreign name is the same as she now bears.)	1,228	Stephen Barker Guion, merchant, 16 shares; John Durant, stevedore, 12 shares; Wm. Lawrence Sutherberry, ship carpenter, 12 shares; Edward Durant, stevedore, 12 shares; Jas. Jermyn Mack, stevedore, 12 shares; all of Liverpool, county of Lancaster.	Not mortgaged.
Napier - - - - - - (and her foreign name is the same as she now bears.)	1,424	Samuel Robert Graves, of Liverpool, county of Lancaster, merchant.	Not mortgaged.
Etowah - - - - - - (and her foreign name is "Howell Hoppock.")	321	Edward Shaw, of Liverpool, county of Lancaster, shipowner.	Not mortgaged.
Abbotsford - - - - (and her foreign name is "Prince of Wales.")	1,178	William Tipper, of Liverpool, county of Lancaster, merchant.	Not mortgaged.
Juventa - - - - - (and her foreign name is the same as she now bears.)	1,324	Elijah James Crocker, of Liverpool, county of Lancaster, merchant.	Not mortgaged.
Utinia - - - - - - (and her foreign name is "Ina Russell.")	1,225	Francis Martin, 22 shares; Archibald Robertson, 21 shares; James Oughterson, 21 shares; all of 67, Gracechurch-street, city of London, merchants.	Not mortgaged.

Name of Ship.	Tonnage.	Name and Address of Owner.	Particulars, if Mortgaged.
Louisa - - - - - (and her foreign name is the same as she now bears.)	939	George Duncan, of 147, Leadenhall-street, city of London, shipowner, 16 shares; James Young Simpson, of Queen-street, Edinburgh, physician, 32 shares; William Kay Coalrough, of Liverpool, county of Lancaster, merchant, 8 shares; Alexander Sturrock Petrie, of Ironmonger-lane, city of London, merchant, 8 shares.	Not mortgaged.
Light Brigade - - - (and her foreign name is "Ocean Telegraph.")	1,214	James Baines and Joseph Greaves, of Liverpool, county of Lancaster, shipowners; Thomas Miller Mackay and John Taylor, of 1, Leadenhall-street, city of London, shipowners, all joint owners.	Not mortgaged.
Humber - - - - - (and her foreign name is "Star of the Sea.")	1,403	John Jacob Lidgett and George Lidgett, of 9, Billiter-street, city of London, shipowners, joint owners.	Not mortgaged.
Elphinstone - - - - (and her foreign name is "H. B. Mildmay.")	893	Henry John Hall, of 140, Leadenhall-street, city of London, shipowner.	Mortgage, dated 13th February 1863, for 4,000 *l.*, and interest at 12 per cent., to Philip Thomas Blyth, of 15, Gracechurch-street, city of London, Esquire; subsequently discharged. Mortgage, dated 23d May 1863, for an account current, and interest at 10 per cent., to John Gillespie, William Smith Churchhill, and Charles Frederick Mozley, of Great Winchester-street, city of London, merchants, joint mortgagees.
Anita - - - - - - (and her foreign name is "W. H. Newton.")	349	Alexander Mackenzie, of Allapool, Ross, Scotland, merchant.	Not mortgaged.
Lyeemoon - - - - (and her foreign name is the same as she now bears.)	425	Patanjee Framjee, of Victoria, Hong Kong, merchant.	Not mortgaged.
Nankin - - - - - (and her foreign name is the same as she now bears.)	230	Arthur Abraham and David Sassoon, of Victoria, Hong Kong, merchants.	Not mortgaged.
Queen of the Seas - - (and her foreign name is "Esther.")	739	Frederick Spring, of New York, United States of America, merchant.	Not mortgaged.
Music - - - - - - (and her foreign name is the same as she now bears.)	444	George Blakeway, of Victoria, Hong Kong, merchant.	Mortgage, dated 2d December 1863, for 6,000 *l.*, and interest, to D. E. Murray, Secretary of the Atlantic Navigation Company, New York, of Faybrook, Connecticut; and James Kluir, master mariners, joint mortgagees.
Foh-Kien - - - - - (and her foreign name is the same as she now bears.)	867	Robert Brand, of Shanghae, merchant - - -	Not mortgaged.
Yangstze - - - - - (foreign name not given.)	548	Lee Seng Moh, 22 shares; Chin Ho, 26 shares; Rhoo Kin, 16 shares; all of Rangoon.	Not mortgaged.
Nightingale - - - - (and her foreign name is the same as she now bears.)	282	Thomas Henderson and John Sangster Macfarlane, both of Auckland, New Zealand, merchants, joint owners.	Not mortgaged.
Alice Cameron - - - (foreign name not given.)	347	Thomas Henderson, of Auckland, New Zealand, merchant.	Not mortgaged.
Conflict - - - (and her foreign name is the same as she now bears.)	134	Emile Sapenne Delisle, 32 shares; Alexander John Cock, 32 shares; both of St. Christopher, merchants.	Not mortgaged.
Augusta - - - - - (and her foreign name is the same as she now bears.)	136	Edward Lyster, of Yarmouth, Nova Scotia, merchant.	Not mortgaged.
Agnes - - - - - (and her foreign name is "Ashler.")	194	Emile Sapenne Delisle, of St. Christopher, merchant.	Not mortgaged.
Eclipse - - - - - - (and her foreign name is the same as she now bears.)	94	Emile Sapenne Delisle, as aforesaid - - -	Not mortgaged.
Sarah Flagg - - - - (foreign name not given.)	262	William Francis Ogilvie, of the city of London, merchant.	Not mortgaged.

Name of Ship.	Tonnage.	Name and Address of Owner.	Particulars, if Mortgaged.
Eclipse - - - - - (foreign name not given.)	132	Emile Sapenne Delisle, 32 shares; Frederick Sapenne Delisle, 16 shares; Gustave Sapenne Delisle, 16 shares; all of the Island of St. Christopher, merchants.	Not mortgaged.
F. W. Congdon - - - (foreign name not given.)	118	Charles Summers, of the town of St. George, Grenada, merchant.	Not mortgaged.
Charles Anna - - - (foreign name not given.)	68	William Carr, of the city of New York, United States of America, merchant.	Not mortgaged.
Thomas Dallett - - - (and her foreign name is the same as she now bears.)	287	Henry Lord Boulton, of Lagnayra, in the State of Venezuela, merchant.	Not mortgaged.
Mount Vernon - - - (and her foreign name is the same as she now bears.)	169	George Saloman, of the city and parish of Kingston, Jamaica, merchant.	Not mortgaged.
Roanoke - - - - - (and her foreign name is the same as she now bears.)	189	Henry Lord Boulton, of Lagnayra, in the State of Venezuela, merchant.	Not mortgaged.
John Boulton - - - (and her foreign name is "Chase.")	303	Henry Lord Boulton, as aforesaid, 21 shares; William George Boulton, 21 shares; William Bliss, 22 shares; both of Philadelphia, United States of America, merchants.	Not mortgaged.
Velocity - - - - (and her foreign name is "Lizzie Iveat.")	249	Walter Danel, of the Island of Bermuda, master mariner, who transfers his interest to William Edward Darrell, of Bermuda and New York, United States of America, merchant.	Mortgage, dated 24th July 1863, for 6,500 dollars, and interest at 5 per cent., to Eliza Pack Morris, of Brooklyn, New York, United States of America.
Kingston Packet - - - (and her foreign name is "Marsellus.")	48	William Dugan, of the Island of Grand Cayman, Jamaica, master mariner.	Not mortgaged.
Aigburth - - - - - (foreign name not given.)	82	Thomas Gilgal, of Matamoras, Mexico, merchant -	Not mortgaged.
Denmark - - - - - (and her foreign name is the same as she now bears.)	221	James Burrows Bell, of Bermuda, gentleman -	Not mortgaged.
Honduras - - - - - (and her foreign name is "Charles Heddle.")	315	John Ernest Alexander, of New York, United States of America, merchant.	Not mortgaged.
Kate - - - - - - (and her foreign name is "Indomitable.")	71	William Henry Sears, of Harlem Island, Bahamas	Not mortgaged.
Cabautta - - - - - (and her foreign name is "Greyhound.")	173	David King and David Brown, both of Savannah Le Mar, in the Island of Jamaica, merchants, joint owners.	Not mortgaged.
Josephine B. Small - - (and her foreign name is the same as she now bears.)	179	Joseph Eneas, of Harbour Island, Bahamas, merchant.	Not mortgaged.
Charles Russell - - - (and her foreign name is "Maria B. Lawson.")	64	James Davidson, of Kingston, Jamaica, merchant	Not mortgaged.
Imperador - - - - - (and her foreign name is the same as she now bears.)	281	John Matthews, of Pernambuco, Brazil, merchant	Not mortgaged.
Beaver - - - - - - (and her foreign name is the same as she now bears.)	180	Henry Solomon Henry, of New York, United States of America, merchant.	Not mortgaged.
Henry - - - - - - (and her foreign name is the same as she now bears.)	230	George Henkell Tobias, of Annapolis Royal, Nova Scotia.	Not mortgaged.
White King - - - - - (and her foreign name is the same as she now bears.)	220	Henry Lord Boulton, of Lagnayra, in the State of Venezuela, merchant, 22 shares; William Bliss, merchant, 21 shares; William G. Boulton, merchant, 21 shares; both of Philadelphia, United States of America.	Not mortgaged.
Kate - - - - - - (and her foreign name is the same as she now bears.)	218	Henry Solomon Henry, of New York, United States of America, merchant.	Not mortgaged.
Henry Thackray - - - (and her foreign name is "John Churchman.")	208	Henry Thackray, of Leeds, Yorkshire, England -	Not mortgaged.

Name of Ship.	Tonnage.	Name and Address of Owner.	Particulars, if Mortgaged.
Bird of the Wave - - - (and her foreign name is the same as she now bears.)	160	George Beale Sewell, of Port-au-Prince, Hayti, gentleman.	Not mortgaged.
Holland - - - - - (and her foreign name is the same as she now bears.)	357	William Morrice, of Bedfordshire, England - -	Mortgage, dated 10th March 1863, for 25,000 dollars, with interest at 5 per cent., to Jonathan Thompson, of New York, United States of America.
Paragon - - - - - (and her foreign name is "Andrew Peters.")	242	William Morrice, as aforesaid - - - -	Mortgage, dated 28th March 1863, for 8,000 dollars, and interest at 5 per cent., to Charles Peters and Andrew James Peters, both of New York, United States of America, merchants.
R. W. Griffiths - - - (no foreign name given.)	356	Henry Henderson, of London, England - -	Not mortgaged.
Henry Darling - - - (and her foreign name is the same as she now bears.)	413	Frederick Spring, of the city of New York, United States of America, merchant.	Not mortgaged.
Golden South - - - (and her foreign name is "Flying Childers.")	976	James Baines and Joseph Greaves, of Liverpool, county of Lancaster; Thomas Miller Mackay and John Taylor, of 1, Leadenhall-street, city of London; all shipowners and joint owners.	Mortgage, dated 18th August 1863, for an account current, to Charles Mozley, of Liverpool, county of Lancaster, banker.
Glenforth - - - - - (and her foreign name is "C. H. Southard.")	733	John Charles Robertson, of Grangen, county of Stirling, merchant, 32 shares: James Wilkie Adamson, 16 shares; Thomas Ronaldson, 16 shares; both of 1, Leadenhall-street, city of London, shipowners.	Not mortgaged.
Queen of the Clippers - - (and her foreign name is "Harvey Maybee.")	214	Charles Rudd Tatham, of Tufnell Park, in the county of Middlesex, shipowner.	Not mortgaged.
Maritzburg - - - - - (and her foreign name is "James Briant.")	537	Henry John Hall, of 148, Leadenhall-street, city of London, shipowner.	Mortgage, dated 7th April 1863, for 1,750 *l.*, and interest at 10 per cent., to John Gillespie, of Great Winchester-street, city of London, merchant.
Blandina Dudley - - - (and her foreign name is the same as she now bears.)	929	Charles Gumm, of 19, Change Alley, Cornhill, in the city of London, shipowner.	Not mortgaged.
Golden Land - - - (and her foreign name is "Ivanhoe.")	817	James Baines and Joseph Greaves, of Liverpool, county of Lancaster, shipowners; Thomas Miller Mackay and John Taylor, of 1, Leadenhall-street, city of London, shipowners; all joint owners.	Not mortgaged.
Chatsworth - - - - - (and her foreign name is "Ohio.")	830	John Peter Van Rossum, of the city of New York, in the United States of America, merchant.	Not mortgaged.
Saxony - - - - - - (and her foreign name is the same as she now bears.)	438	George Croshaw, 43 shares; Leon Benham, 21 shares; both of Fenchurch-street, city of London, shipbrokers.	Not mortgaged.
Fow-tsun - - - - - (and her foreign name is "Walter Lord.")	1,079	Charles Shaw, of Copthall-court, Throgmorton-street, city of London, merchant.	Not mortgaged.
Highland Chief - - - (and her foreign name is the same as she now bears.")	843	John Hall, of Newcastle-upon-Tyne, merchant -	Not mortgaged.
Golden Empire - - - - (and her foreign name is "Mary E. Balch.")	1,218	James Baines and Joseph Greaves, of Liverpool, county of Lancaster; Thomas Miller Mackay and John Taylor, of 1, Leadenhall-street, city of London; all shipowners, and joint owners.	Mortgage (on 60 shares), dated 18th May 1863, for an account current, with interest at 5 per cent., to William Lucas Merry, of Cannon-street, city of London, merchant.
Pedro - - - - - - (and her foreign name is "Pedro Sanchez Coly.")	174	Henry James Creighton, of Halifax, Nova Scotia -	Mortgage, dated 24th April 1863, for 12,000 dollars, and interest at 5 per cent., to William M. Peek and Francis Church, both of New York, United States of America, merchants.
Sam Shepherd - - - - (and her foreign name is the same as she now bears.)	283	Henry Henderson, of London, England - -	Not mortgaged.
Crusoe - - - - - - (and her foreign name is the same as she now bears.)	382	Jacob Embleton, of Sunderland, England, master mariner.	Mortgage, dated 12th March 1863, for 12,000 dollars, and interest at 6 per cent., to George L. Luce, of Maine, United States of America, master mariner.
Minnie - - - - - - (and her foreign name is "Shadow.")	37	William Henry Williams, of Brooklyn, New York, United States of America.	Not mortgaged.

Name of Ship.	Tonnage.	Name and Address of Owner.	Particulars, if Mortgaged.
Chanticleer - - - - (and her foreign name is the same as she now bears.)	301	Henry Thackray, of Leeds, Yorkshire, England -	Mortgage, dated 20th February 1863, for 15,000 dollars, equal to 3,125 *l.* sterling, and interest at 5 per cent., to Henry Becker, of New York, United States of America, merchant.
Sarah Ann - - - - (and her foreign name is "Lalla.")	74	Peter F. Kennedy, of St. Andrew's, New Brunswick, master mariner.	Mortgage, dated 11th June 1863, for 583 *l.*, and interest at 6 per cent., to Lloyd Slemmer, of New York, as aforesaid.
Wilhelmine - - - - (and her foreign name is the same as she now bears.)	339	Henry Thackray, of Leeds, Yorkshire, England -	Mortgage, dated 13th March 1863, for 18,000 dollars, and interest at 5 per cent., to Henry Becker, of New York, United States of America, merchant.
John Barnard - - - - (and her foreign name is the same as she now bears.)	400	Zachariah Chipman, of St. Stephen's, New Brunswick.	Not mortgaged.
H. A. Stephenson - - - (and her foreign name is the same as she now bears.)	400	James Nixon Duck, of New York, United States of America, merchant.	Not mortgaged.
Mary - - - - - - (and her foreign name is the same as she now bears.)	271	William Morrice, of Bedfordshire, England - -	Not mortgaged.
Auctioneer - - - - - (and her foreign name is "Catherine.")	172	Thomas Mackay Hughes, of St. Thomas, West Indies, writing clerk.	Not mortgaged.
R. W. Darrell - - - (and her foreign name is not given.)	73	Robert William Darrell, of Grand Turk, Turk's and Caico's Islands, pilot.	Not mortgaged.
Alice Maud - - - - (and her foreign name is the same as she now bears.)	234	William H. Chaffey, of West Isles, New Brunswick.	Mortgage, dated 25th March 1863, for 10,000 dollars, and interest at 6 per cent., to John H. M'Larren, of Eastport, State of Maine, United States of America.
Osprey - - - - - - (and her foreign name is the same as she now bears).	383	Edward Lyster, of Yarmouth, Nova Scotia - -	Mortgage, dated 4th April 1863, for 18,000 dollars, and interest at 5 per cent., to William M. Peck and Francis Church, both of New York, United States of America, merchants.
N. F. Colthirst - - - (foreign name not given.)	175	John Punton, of London, England - - -	Not mortgaged.
Almata - - - - - (and her foreign name is "Royalston.")	232	William Henry Williams, of London, England -	Not mortgaged.
Onachita - - - - (and her foreign name is "Sequine.")	156	Edward Alexander Brazill, of Tipperary, Ireland -	Mortgage, dated 27th March 1863, for 8,000 dollars, with interest at 5 per cent., to Horace Elliot Brown and Charles Cook Morrell, both of New York, United States of America, merchants.
Angler - - - - - - (and her foreign name is "Bridges.")	74	Thomas Cotton, jun., of Liverpool, England, trader	Mortgage, dated 2d July 1863, for 3,500 dollars, and interest at 6 per cent., to William N. Nelson, of Plymouth, Massachusetts, United States of America.
Clyde - - - - - - (and her foreign name is "Santiago.")	119	Benjamin Crawley, of Yarmouth, Nova Scotia, merchant.	Not mortgaged.
George Crump - - - (and her foreign name is "Ben Dunning.")	268	George T. Abbott, of Philadelphia, United States of America.	Mortgage, dated 1st June 1863, for 6,000 dollars, with legal interest, to Stephen F. Soder, of Philadelphia, United States of America. Mortgage, dated 1st June 1863, for 3,750 dollars, with legal interest, to James H. Winchester, of Brooklyn, New York, United States of America. Mortgage, dated 1st June 1863, for 750 dollars, with legal interest, to Messrs. Bridge & Lord, of Boston, United States of America.

Name of Ship.	Tonnage.	Name and Address of Owner.	Particulars, if Mortgaged.
Imaum - - - - - (and her foreign name is the same as she now bears.)	205	Thomas Inglis, of Boston, United States of America, merchant.	Not mortgaged.
Planet - - - - - (no foreign name given.)	121	Thomas Cotton, the younger, of Liverpool, England.	Not mortgaged.
Carlota - - - - - - (no foreign name given.)	310	William Bliss, of Philadelphia, United States of America.	Not mortgaged.
Planet - - - - - - (and her foreign name is "Ocean Bird.")	100	Thomas Cotton, the younger, of Liverpool, England.	Mortgage, dated 4th August 1863, for 3,500 dollars and interest at 6 per cent., to Ebenezer Wheelwright, of Boston, United States of America, merchant.
William S. Hansell - - (and her foreign name is "Aura.")	307	William Francis Ogilvie, of New York, United States of America.	Not mortgaged.
Arran - - - - - - (and her foreign name is "Mary Hammond.")	1,097	Carruthers Charles Johnson, of Liverpool, county of Lancaster, merchant.	Not mortgaged.
St. George - - - - - (and her foreign name is the same as she now bears.)	329	Sidney Panter Slater, of Manchester, county of Lancaster, merchant, at present residing in New York, United States of America.	Not mortgaged.
Admiral - - - - - (and her foreign name is the same as she now bears.)	962	Matthew Isaac Wilson, of Liverpool, in the county of Lancaster, merchant.	Not mortgaged.
William Dent - - - (and her foreign name is "Palmas.")	161	The Company of African Merchants (Limited), of Liverpool, in the county of Lancaster.	Not mortgaged.
Perseverance - - - (and her foreign name is "Barnbury.")	1,193	Alexander Alcock Nevins, of Liverpool, county of Lancaster, merchant.	Not mortgaged
Ocean Ranger - - - (and her foreign name is the same as she now bears.)	457	Andrew Leighton and Charles Russell, both of Liverpool, county of Lancaster, shipbrokers, joint owners.	Not mortgaged.
Windsor Forest - - - (and her foreign name is the same as she now bears.)	973	John Malcomson, of Liverpool, in the county of Lancaster, merchant.	Not mortgaged
Undine - - - - - - (and her foreign name is "Lysander.")	182	John Johnston Reford, of Belfast, Ireland, merchant.	Mortgage, dated 30th November 1863, for 10,000 dollars and interest at 6 per cent., to Benjamin F. Burgess and Nathan B. Gibbs, both of Boston, United States of America, merchants.
Maniton - - - - - (and her foreign name is the same as she now bears.)	179	Edwin Pinkham, of Barrington, Nova Scotia, merchant.	Not mortgaged.
Mary - - - - - - (foreign name not given.)	162	Ellen Delaney, of Cork, Ireland; now of city of New York, United States of America.	Not mortgaged.
Ozell - - - - - - (foreign name not given.)	117	Alfred Hardwick Gibbes, of Harewood, Yorkshire, England.	Not mortgaged.
Eliza - - - - - - (foreign name not given.)	179	John Christopher Rahming, of New York, United States of America, merchant.	Not mortgaged.
Balto - - - - - - (foreign name not given.)	192	Edwin Deir Parker, of Stapleton, Richmond, United States of America, gentleman.	Not mortgaged.
Scio - - - - - - - (foreign name not given.)	181	Zorenzo Wilson, of Charlotte County, New Brunswick, merchant.	Mortgage, to secure 10,000 dollars and interest at 6 per cent., to John H. M'Zeawen, of Eastport, Maine, United States of America, merchant.
Isabella - - - - - (and her foreign name is the same as she now bears.)	162	Henry Rudge, of New York, United States of America.	Not mortgaged.
Scotland - - - - - (no foreign name given.)	139	William Parker Zeacock, of Bridgetown, Barbadoes, merchant.	Mortgage, dated 1st July 1863, for 8,000 dollars and interest, to Elisha J. Smith, of Hartford, Connecticut, United States of America.

Name of Ship.	Tonnage.	Name and Address of Owner.	Particulars, if Mortgaged.
Victoria - - - - - (and her foreign name is "America.")	205	Robert George Barrow, of Bridgetown, Barbadoes	Mortgage, dated 13th July 1863, for 6,000 dollars, to Thomas B. Wattson and Edward L. Clark, both of Philadelphia, United States of America, merchants.
Adelphi - - - - - (no foreign name given.)	168	Edwin Deir Parker, of Stapleton, Richmond, New York, United States of America, gentleman.	Not mortgaged.
Julia - - - - - - (foreign name not given.)	186	George Augustus Lewis, of London, England; at present residing in New York, United States of America, gentleman.	Not mortgaged.
Irma - - - - - - (foreign name not given.)	145	George Y. Abbott, of St. Stephen's, New Brunswick.	Not mortgaged.
Enchantress - - - - (foreign name not given.)	126	John Armstrong, of Langford, Ireland; at present residing in New York, United States of America.	Not mortgaged.
Union - - - - - - (foreign name not given.)	184	John Matthues, of London, England; now of Pernambuco, merchant.	Not mortgaged.
Sarah Larsen - - - (and her foreign name is "Commerce.")	118	John Flynn, of Tralee, Ireland; now of Philadelphia, United States of America, gentleman.	Mortgage, dated 12th November 1863, for 6,000 dollars and legal interest, to Henry C. Lancaster, of Philadelphia, United States of America, merchant.
Eaglet - - - - - - (no foreign name given.)	198	Charles Nickelson, of Horncastle, Lincolnshire, mariner; now of Bridgeport, Connecticut, United States of America.	Not mortgaged.
Ilva - - - - - - (no foreign name given.)	172	Robert Gordon, of Dumfries, Scotland; at present residing in New York, United States of America, merchant.	Not mortgaged.
Lucy W. Alexander - - (and her foreign name is the same as she now bears.)	108	Alexander Campbell, of Port Spain, Trinidad, merchant.	Not mortgaged.
Island Belle - - - - (and her foreign name is the same as she now bears.)	126	William Bliss, of Philadelphia, United States of America, merchant.	Not mortgaged.
Indian Queen - - - (no foreign name given.)	77	Thomas James, of Halifax, Nova Scotia, merchant.	Not mortgaged.
Concordia - - - - - (and her foreign name is "Sambel Hall.")	63	James Nixon Duck, of Taunton, England, merchant.	Mortgage, dated 6th April 1863, for 3,000 dollars, with interest at 5 per cent., to William Poppe, of New York, United States of America, merchant; subsequently discharged.
Colonel Adams - - - (and her foreign name is the same she now bears.)	1,516	George Waterbury, of Liverpool, in the county of Lancaster, merchant— Who transfers his interest to Raymond Leeman Gilchrist, of Liverpool, in the county of Lancaster, shipowner.	Mortgage, dated 1st September 1863, for 13,000 *l.* and interest, to Harvey Mills, of Thomaston, Maine, United States of America, master mariner.
William - - - - - (and her foreign name is "William.")	469	Andrew Gibson, merchant, 24 shares; William Thompson, merchant, 16 shares; both of Liverpool, county of Lancaster; Richard Calvert Hawes, shipowner, of St. John, New Brunswick, 16 shares; Henry Gibson, of Liverpool, in the county of Lancaster, bookkeeper, 8 shares.	Not mortgaged.
Armada - - - - - (and her foreign name is the same she now bears.)	1,858	John Graven Dale, of Liverpool, in the county of Lancaster, merchant; at present residing in the city of New York, in the United States of America.	Mortgage, dated 19th August 1863, for 12,000 *l.* and interest at 5 per cent., to William Henry Harbeck and John Henry Harbeck, both of the city of New York, United States of America, merchants, joint mortgagees.
Naval Reserve - - - (foreign name not given.)	1,831	James Baines and Joseph Greaves, of Liverpool, in the county of Lancaster, shipowners; Thomas Miller Mackay, of the city of London, shipowner; joint owners.	Not mortgaged.
Sultana - - - - - - (and her foreign name is "Ocean Romp.")	942	John Mincaster Mitcheson, of Garford-street, Poplar, in the county of Middlesex, shipowner, 32 shares; David Mainland, of the Grove, Stratford, in the county of Essex, shipowner, 32 shares.	Not mortgaged.
Berkley - - - - - (and her foreign name is "John M. Mayo."	612	James F. Phelaw, of Halifax, Nova Scotia, merchant.	Mortgage, dated 25th June 1863, for 20,000 dollars and interest at 6 per cent., to Franklin Snow, of Boston, Massachusetts, United States of America.

Name of Ship.	Tonnage.	Name and Address of Owner.	Particulars, if Mortgaged.
Zulieka - - - - - - (and her foreign name is the same as she now bears.)	195	Charles Hall, of Sheffield, Yorkshire, England, merchant.	Not mortgaged.
Glacier - - - - - - (and her foreign name is "Charles Keen.")	481	Henry Torrace, of the city of New York, United States of America, merchant.	Not mortgaged.
Thistle - - - - - - (and her foreign name is "Parkman.")	50	Peter Ross, of Halifax, Nova Scotia, merchant, who transfers 16 shares each to John C. Mickerson and Nelson Nickerson, of Sherbrook, Nova Scotia, mariners.	Mortgage, dated 10th October 1863, for 1,500 dollars and interest at 6 per cent., to Peter Ross and Henry Paint, of Halifax, Nova Scotia, joint mortgagees.
Oriole - - - - - - (and her foreign name is the same as she now bears.)	219	Joseph Marie Trayer, of Queen's County, Ireland, but now of New York city, merchant.	Not mortgaged.
Statira - - - - - - (and her foreign name is "Essex.")	327	Charles Hall, of Sheffield, England, at present of Boston, United States of America, merchant.	Not mortgaged.
Melissa - - - - - - (and her foreign name is "Ocean Eagle.")	203	William Morrice, of Leighton Buzzard, Bedfordshire, England, now resident in New York, United States of America.	Not mortgaged.
St. Andrew - - - - - (and her foreign name is "Andrew Carney.")	299	Charles Hall, of Sheffield, Yorkshire, England, merchant.	Mortgage, dated 10th September 1863, for 17,000 dollars and interest at 6 per cent., to James Upton, of Salem, Massachusetts, United States of America, merchant.
Africa - - - - - - - (no foreign name given.)	182	Charles Hall, the aforesaid - - - - - -	Not mortgaged.
Gibraltar - - - - - (and her foreign name is "Sumter.")	519	Melchor George Klingender, of Liverpool, in the county of Lancaster, England.	Not mortgaged.
Mary M'Rae - - - - - (and her foreign name is the same as she now bears.)	203	Edward Francis Maitland, of Norwich, Norfolk, England, now residing in New York, United States of America.	Not mortgaged.
Winona - - - - - - (and her foreign name is the same as she now bears.)	389	Edward Lyster, of Yarmouth, Nova Scotia, at present residing in New York, United States of America, contractor.	Mortgage, dated 11th April 1863, for 19,000 dollars and interest at 5 per cent., to William M. Peek and Francis Church, both of the city of New York, merchants, joint mortgagees.
Fannie Hamilton - - - (and her foreign name is the same as she now bears.)	379	Edward Lyster, the aforesaid - - - - -	Mortgage, dated 21st July 1863, for 13,000 dollars with interest at 5 per cent., to Augustus H. Badger and James W. Badger, both of New York, United States of America, merchants, joint mortgagees.
S. H. Waterman - - - (and her foreign name is the same as she now bears.)	445	Charles Hall, of Sheffield, England, at present residing in Dorchester, Massachusetts, United States of America, merchant.	Mortgage, dated 15th May 1863, for 12,000 dollars and interest at 6 per cent., to Ebenezer Wheelwright, of Boston, Massachusetts, United States of America, merchant.
Celestia - - - - - - (and her foreign name is the same as she now bears.)	315	David Bartlett Lemon, of Belfast, Ireland, now resident at New York, United States of America, merchant.	Mortgage, dated 23d March 1863, for 10,000 dollars and interest at 5 per cent., to Zenas D. Bassett, of Brooklyn, New York, and Samuel C. Howes, of Middleborough, Massachusetts, United States of America, joint mortgagees.
Fredonia - - - - - (and her foreign name is "Azor.")	397	David Arklay, of Dundee, in the county of Forfar, Scotland, merchant.	Mortgage, dated 14th July 1863, for 2,200 *l.* and interest at 6 per cent., to Charles W. Dabney, of Fayal, gentleman.
Advance - - - - - (and her foreign name is the same as she now bears.)	1,383	Edmund Best, of 30, Singleton-street, Hoxton, county of Middlesex, shipowner.	Mortgage, dated 10th July 1863, for 8,000 *l.*, and an account current, with interest at 5 per cent., to Arthur Child, of the city of New York, United States of America.

Name of Ship.	Tonnage.	Name and Address of Owner.	Particulars, if Mortgaged.
Flying Eagle - - - - (and her foreign name is the same as she now bears.)	363	Frank M'Gurn, of Carrick, Leitrim, Ireland, now residing at Boston, United States of America, grocer.	Not mortgaged.
Atlantic - - - - - (no foreign name given.)	284	Thomas Stott Pope, of Stanstead, Canada, now residing at New York, United States of America.	Not mortgaged.
Morning Light - - - (no foreign name given.)	525	John Garven Dale, of Liverpool, England, now residing at New York, United States of America, merchant.	Mortgage, dated 28th July 1863, for 24,000 dollars with interest at 5 per cent., to John Henry Harbeck and William Henry Harbeck, both of New York, United States of America, merchants.
Ocean Spray - - - - (and her foreign name is the same as she now bears.)	267	Duncan M'Coll, of Bermuda, at present residing in New York, as aforesaid, merchant.	Not mortgaged.
Angostura - - - - (and her foreign name is the same as she now bears.)	376	John Garven Dale, of Liverpool, England, now residing in New York, as aforesaid, merchant.	Mortgage, dated 2d September 1863, for 16,000 dollars and interest at 5 per cent., to John Henry Harbeck, of New York city, as aforesaid, merchant.
Tahita - - - - - (and her foreign name is the same as she now bears.)	332	William H. Chaffey, of West Isles, New Brunswick, merchant.	Mortgage, dated 22d June 1863, for 12,000 dollars and interest at 6 per cent., to John H. M'Larren, of Eastport, Maine, United States of America, merchant.
Russell - - - - - (and her foreign name is "Narragansett.")	360	William Morrice, of Heath House, Leighton Buzzard, Bedfordshire, England, now of the city of New York, merchant.	Mortgage, dated 10th October 1863, for 12,000 dollars and interest at 5 per cent., to Henry W. Peabody, of Salem, Massachusetts, United States of America.
Tulja - - - - - (and her foreign name is "Boston Light.")	943	Kursondass Madhowdass, of Bombay, Hindoo merchant.	Not mortgaged.
Sarah Maria - - - - (and her foreign name is "J. H. Duvall.")	234	James George Hill, of Bombay, master mariner -	Not mortgaged.
John Stuart - - - - (no foreign name given.)	1,650	George Hamilton, of Bombay, merchant - -	Not mortgaged.

Total Ships - - - - - - - - - - - - - - - 608

Total Tonnage - - - - - - - - - - - - - 328,665

The Registry Books contain no record of the sellers of foreign ships, or any note respecting the nationality of the mortgagees; the names of the sellers of the ships cannot therefore be furnished, nor can it be stated whether the mortgagees are British subjects or foreigners.

Custom House, London,
16 May 1864.

W. Wybrow,
Chief Secretary, British Shipping.

AMERICAN VESSELS.

RETURN of the Number and Tonnage of American (United States) Vessels Sold and Transferred to British Subjects in the Year 1863, with the Names of the Parties (Sellers and Purchasers); &c.

(*Mr. Somes.*)

Ordered, by The House of Commons, *to be Printed,*
26 *May* 1864.

324.

Under 8 *oz.*

DAUNT'S ROCK.

RETURN to an Order of the Honourable The House of Commons, dated 11 April 1864;—*for*,

COPIES "of all CORRESPONDENCE between the Cork Harbour Commissioners and the Irish Ballast Board, from June 1862 to the present time, in reference to the Removal or Lighting of DAUNT'S ROCK:"

"Of all CORRESPONDENCE on the same subject between the Cork Harbour Commissioners and the Board of Trade, as well as between the Ballast Board, the Trinity Board, and the Board of Trade:"

"And, of all CORRESPONDENCE between Public Bodies and Private Firms on the same subject."

Board of Trade, Whitehall, 26 April 1864. } JAMES BOOTH.

(*Mr. Maguire.*)

Ordered, by The House of Commons, *to be Printed*, 27 *April* 1864.

COPIES of all CORRESPONDENCE between the Cork Harbour Commissioners and the Irish Ballast Board, from June 1862 to the present time, in reference to the Removal or Lighting of DAUNT'S ROCK; of all CORRESPONDENCE on the same subject between the Cork Harbour Commissioners and the Board of Trade, as well as between the Ballast Board, the Trinity Board, and the Board of Trade; and, of all CORRESPONDENCE between Public Bodies and Private Firms on the same subject.

— I. —

CORRESPONDENCE between the Port of Dublin Corporation and Cork Harbour Commissioners.

The Secretary to the Cork Harbour Commissioners, to the Secretary Ballast Board, Dublin.

Sir, Cork, 6 June 1862.

THE Cork Harbour Commissioners have instructed me to suggest to your Board, that blowing up "Daunt's Rock," which is a great drawback to this fine harbour, would be less expensive than keeping a buoy on it; but if they do not coincide in this view, perhaps they would take into consideration the advantages of a bell-buoy, and have one placed there.

I am, &c.

W. Lees, Esq., (signed) *James F. Sugrue*,
Secretary, Ballast Board, Dublin. Secretary.

REFERRED to Captain Roberts for report.

(signed) *William Lees*,
21 June 1862. Secretary.

COPY OF REPORT.

THE blowing-up of the "Daunt's Rock" would be attended with an enormous expense. I doubt if it could be carried out perfectly, as it is extensive.

The present buoy which marks it is the largest buoy of Herbert's used by the Corporation, and is quite sufficient to mark it; but should the Board wish to have a bell-buoy placed there, I will have an estimate of the probable cost prepared.

(signed) *E. F. Roberts*.

26 June 1862.

The Secretary Ballast Board, Dublin, to the Secretary to the Cork Harbour Commissioners.

Sir, Ballast Office, Dublin, 30 June 1862.

HAVING submitted to the Board your letter of the 6th instant, suggesting, on the part of the Cork Harbour Commissioners, the expediency of either blowing up the "Daunt's Rock," off the entrance of that harbour, or placing a bell-buoy in lieu of the present Herbert's Buoy which marks the danger:

I am directed to inform you that, owing to the enormous expense which would be attendant on blowing up so extensive a rock, the Board do not think it practicable, nor do they consider it advisable to substitute a bell-buoy.

I am, &c.
(signed) *William Lees*,
Secretary.

J. F. Sugrue, Esq.,
Cork Harbour Office.

The Secretary to the Cork Harbour Commissioners, to the Secretary Ballast Board, Dublin.

Harbour Commissioners' Office, Cork,
14 March 1863.

Sir,

FREQUENT remonstrances having been made by the captains of the American Royal Mail steamships and others as to the necessity of a lightship off "Daunt's Rock," approaching the entrance to this harbour:

I am directed by the Cork Harbour Commissioners to beg you will kindly bring the matter under the notice of your Board.

I am, &c.
(signed) *James F. Sugrue*,
Secretary.

William Lees, Esq.,
Secretary, Ballast Office, Dublin.

The Secretary, Ballast Board, Dublin, to the Secretary to the Cork Harbour Commissioners.

Ballast Office, Dublin, 20 March 1863.

Sir,

HAVING submitted to the Board your letter of the 14th instant, on the subject of marking the "Daunt's Rock" off Cork Harbour:

I am directed to acquaint you that the same shall receive the best attention of the Board.

I am, &c.
(signed) *William Lees*,
Secretary.

The Secretary,
Cork Harbour Commissioners.

The Secretary to the Cork Harbour Commissioners, to the Secretary Ballast Board, Dublin.

Harbour Commissioners' Office, Cork,
17 July 1863.

Sir,

REFERRING to my letter of the 14th March, on the subject of marking the "Daunt's Rock," and to your reply thereto of the 20th idem, saying it should receive the best attention of your Board, I am now directed to inquire what decision they have come to on it.

The enclosed copy of letter from the agents of the Cunard Line, in reference to the last voyage of the "Scotia," is an additional proof of the necessity of having this very dangerous rock more distinctly marked.

I am, &c.
(signed) *James F. Sugrue*,
Secretary.

The Secretary, Ballast Office, Dublin.

(Enclosure.)

British and North American Royal Mail
Steam Packet Company,
Office: 8, Water-street, Liverpool,
11 July 1863.

Dear Sirs,

CAPTAIN JUDKINS informs us that he was unable to get an observation during his entire run across the Atlantic, and he says that the "Daunt's Rock" is a terror to all approaching ships, in thick weather especially.

He

He will have a talk with you about it when he sees you again, to-morrow week; and we think the harbour authorities might be induced to place some sort of a beacon, and thereby lessen the risk.

Yours truly,

Messrs. D. & C. MacIver,
Queenstown, Dublin.

(signed) *D. & C. MacIver,*
Pro *John MacIver.*

The Secretary Ballast Board, Dublin, to the Secretary to the Cork Harbour Commissioners.

Sir,

Ballast Office, Dublin, 23 July 1863.

Having submitted to the Board your further letter of the 17th instant, requesting, on the part of the Cork Harbour Commissioners, to be informed what decision this Board have come to as regards the better marking of the "Daunt's Rock Buoy," I am directed to inform you the Board have been anxiously considering the matter, which is involved in great difficulties; and I am further to acquaint you that a deputation from this Corporation will shortly visit the rock, who will be happy to meet a deputation from your Board to confer on the subject.

I am to add, due intimation will be given to you of the time the Deputation propose proceeding to the locality.

I am, &c.

The Secretary,
Cork Harbour Commissioners.

(signed) *W. Lees,*
Secretary.

The Secretary to the Cork Harbour Commissioners, to the Secretary Ballast Board, Dublin.

Harbour Commissioners' Office, Cork,
30 July 1863.

Sir,

Having submitted to the Board at their meeting of yesterday your letter of the 23d instant, I am instructed to request that your deputation will lose no further time in coming down here, when a Committee of this Board will be happy to meet and accompany them to the "Daunt's Rock."

I am, &c.

(signed) *James F. Sugrue,*
Secretary.

The Secretary, Ballast Office, Dublin.

The Secretary Ballast Board, Dublin, to the Secretary to the Cork Harbour Commissioners.

Ballast Office Dublin,
8 August 1863.

Sir,

Having submitted to the Board your further letter of the 30th ult. on subject previously under notice, as to the better marking of the "Daunt's Rock," off Cork Harbour, I am instructed to request you will inform the Cork Harbour Commissioners that it continues to be the intention of the Inspecting Committee of this Board to visit the "Daunt's Rock" at the earliest moment which their other public engagements will permit, probably during the present month.

The Board consider that it would be desirable in the meantime that a survey of the Rock should be made by the Cork Harbourmaster; and they would suggest that the sanction of the Admiral commanding on the station be obtained for the master of H. M. S. "Hastings," conjointly with the Harbourmaster, to make the survey, with a view to ascertain the size, the depth of water on the rock at low-water springtides, and the adjoining soundings.

I am, &c.

J. Sugrue, Esq., Secretary,
Cork Harbour Commissioners, Cork.

(signed) *W. Lees,*
Secretary.

The Secretary to the Cork Harbour Commissioners, to the Secretary Ballast Board, Dublin.

Harbour Commissioners' Office, Cork,
15 September 1863.

Sir,

By directions of the Harbour Commissioners, I beg to enclose copy of a memorial they are forwarding to the Board of Trade in reference to "Daunt's Rock."

I am, &c.
(signed) *James Sugrue*,
Secretary.

The Secretary, Ballast Office, Dublin.

(Enclosure.)

To the Right Honourable the President and Vice-President of the Board of Trade.

The Memorial of the Cork Harbour Commissioners.

Respectfully showeth,

That memorialists are the Commissioners for improving and preserving the Port, Harbour, and River of Cork, under the Act of 1 Geo. 4, c. 52 (local).

That the powers and duties of your memorialists cease outside Cork Harbour, at the southof a straight line between Poor Head and Cork Head.

That the rock called Daunt's Rock is to the south of the above line, and beyond your memorialists' jurisdiction.

That Daunt's Rock is right in the track of all ships coming from the westward for Cork Harbour, is in the way of every ship making the harbour; that it is a cause of constant peril to ships leaving or arriving at night, and is marked only by a buoy, which at night is undistinguishable, and cannot be seen in a fog or thick weather in the daytime.

That the arrivals have increased within a few years by several thousand tons of shipping, and within the past year amounted to considerably more than 1,200,000 tons, amongst which may be reckoned the steam-vessels of the Cunard and Inman American Lines, carrying mails, and calling regularly; the "Great Eastern," and several others of the largest foreign-going ships; a great many vessels from all parts of the world for orders; and the fine steam fleet which belongs to the Port.

That the apprehension of this rock is so great, mail-packets and vessels for orders, with valuable cargoes, frequently delay outside it at night, or in dark weather, and there is now an universal and urgent demand that it should be removed or lighted.

That your memorialists have fully informed the Corporation of the Port of Dublin, and now, not only on account of the interests of this Port, but on behalf of the shipping and mercantile interests of the United Kingdom and, it may be said, of the whole world, respectfully solicit the prompt consideration of your Honourable Board, to the end either that Daunt's Rock may be removed, or a lightship with a signal-gun placed over it.

Signed and sealed at a meeting of the Cork Harbour Commissioners at the Ballast Office, Cork, the 9th day of September 1863.

(signed) *Alexander Bremner*, Chairman.
James Sugrue, Secretary.

L. S.

(1915.)

Extract of Letter from Captain *Judkins* to Captain *O'Bryen*, R. M. S. "Scotia."

Captain O'Bryen,

Queenstown, 19 July 1863.

I once again write you a few lines, asking you to urge the authorities to take some measures with regard to removing or placing a lightship over the Daunt's Rock, being in the fair track of vessels running for this port in foggy weather; it will some day or other cause a great calamity, and then we shall hear of something being done.

My last voyage homeward with this vessel shewed the want of some remedy. I had nothing but thick weather from leaving New York, not being able to get a fair observation the whole way; and when I got off Cape Clear and the Old Head of Kinsale, neither of which could be seen, so dense was the fog, though my lead showed 24 fathoms, I shaped a course E. by N. ½ N. to pass outside the Daunt's Rock, until I got 17 fathoms, and in which position I consider it too dangerous to put the ship's head N. E., a course right on to the land, under the circumstances; consequently the first thing I heard was the fog-bell in Ballycotton, from which we soon made Roche's Point. Now, I lost fully ten hours on that

that occasion; but had there been a light-vessel, with a bell, I could not have missed the harbour.

I consider this rock so great a danger that I wonder it has been allowed to remain so long. I am quite certain a vessel would ride there safely, for if she broke adrift with a north-west wind she would come right into the harbour, and if with a south-east wind Kinsale Harbour would be a place she could easily run for. I need not say to you how easily a course can be run along the coast, but to head a large vessel on to the land with so much life and property on board, is too great a risk; and I think it is not asking too much to relieve the anxiety of shipmasters, when such heavy penalties hang over their heads, should they unfortunately make a mistake. I must congratulate you upon such a splendid set of buoys now laid down at the entrance of the harbour.

I am, &c.

Received, 16 October 1863. (signed) *E. W. E. Judkins.*
Marine Department, Board of Trade.

The Secretary, Ballast Board, Dublin, to the Secretary to the Cork Harbour Commissioners.

Sir, Ballast Office, Dublin, 23 January 1864.

With reference to the correspondence which has taken place on the subject of the better marking of the "Daunt's Rock" off Cork Harbour, I am directed by the Port of Dublin Corporation to forward herewith a copy of a letter from my Lords of the Committee of Privy Council for Trade, under date 31st ultimo, addressed to the Trinity House, agreeing with this Board and the Elder Brethren that it would be desirable to place a floating light to mark this danger; on the understanding, however, that the expense should not be thrown on the Mercantile Marine Fund, but should be borne by the mercantile and shipping interests of Cork.

Their Lordships have, therefore, directed a return to be furnished, showing the average tonnage, and the amount of tonnage duty which should be levied on all vessels entering Cork Harbour, so as to yield an annual sum equivalent to the annual expense which would be incurred by the Mercantile Marine Fund by so placing and maintaining a floating light in this position, and which would amount to 1,300*l.* per annum, as estimated by the Elder Brethren of the Trinity House. I am now to enclose herewith a copy of the return required, from which it appears that it will be necessary to levy on vessels entering Cork Harbour on the coasting trade $\frac{3}{16}$ *d.*, and on the over-sea trade $\frac{9}{16}$ *d.* per ton, deducting, of course, the usual 60 per cent. I am to request you will bring this subject under the consideration of the Harbour Commissioners at Cork, and favour this Corporation with their decision.

I am, &c.

The Secretary, (signed) *William Lees,*
Cork Harbour Commissioners, Cork. Secretary.

(Enclosure 1.)

Office of Committee of Privy Council for Trade,
Marine Department, Whitehall,
Sir, 31 December 1863.

I am directed by the Lords of the Committee of Privy Council for Trade to acknowledge the receipt of your letter of the 16th instant, on the subject of the proposal for marking the position of the Daunt's Rock by a lightship.

In reply, I am to acquaint you, for the information of the Elder Brethren, that whatever opinion the Board of Trade might have entertained concerning the necessity of a lightship to guide vessels clear of the Daunt's Rock, they will interpose no obstacle to a proposal which has been made by the Port of Dublin Corporation, and has received the approval of the Trinity House, provided the conditions on which that approval has been given, viz., that the expense be borne by the Trade of Cork, be observed. For this purpose it will be necessary to levy upon the vessels which enter Cork Harbour a toll sufficient to raise the annual sum of one thousand three hundred pounds (1,300 *l.*), which will be needed to pay for the maintenance of the vessel, and interest on the original cost. The

Board of Trade entirely concur with the Elder Brethren in thinking that it is not a case in which any part of the expense can properly be thrown on the Mercantile Marine Fund, so as to become a charge on the general shipping of the country.

It appears to my Lords that the first step will therefore be to ascertain the actual tonnage which will become liable to the toll, and the rate of toll which will have to be levied; and when these points are decided, it will, my Lords conceive, be only right to represent the facts to the parties who are interested in the trade of Cork, so as to ascertain what are their views before the expense is incurred and the toll is imposed.

The Board of Trade would, therefore, suggest that, in communicating with the Corporation, the Trinity House should inform them to the above effect.

I am to add, that the Board of Trade concur with the Elder Brethren that the light on the Daunt's Rock should, if placed, be "revolving red," and that the Roche's Point Light should remain a fixed red light to seaward.

(signed) *T. H. Farrer.*

Secretary, Trinity House.

(Enclosure 2.)

DAUNT'S ROCK.

Sir, Ballast Office, Dublin, 21 January 1864.

I BEG to submit herewith, for the consideration of the Board, the annexed Return, prepared by the Examiner of Light Duties. From this it appears that the—

Average Tonnage of Coasting Vessels entering Cork Harbour annually is - - - - - - 334,041

And that of Over-sea Vessels - - - - - 582,790

Now, the proposed floating light to be charged for according to the existing rate, the amount of duty payable would be as follows:—

	£	s.	d.	£	s.	d.
Coasting Vessels, 334,041 tons, at $\frac{1}{16}$ *d.* per ton - -	86	19	9			
Less 60 per cent. - - -	52	3	10			
				34	15	11
Over-sea Vessels, 582,790 tons, at $\frac{3}{16}$ *d.* per ton - -	455	6	1			
Less 60 per cent - - -	273	3	8			
				182	2	5
Total payable Inwards - -				216	18	4
Ditto Outwards - -				216	18	4
Making a Total Yearly Amount of - - £.				433	16	8

The duties, therefore, necessary to be levied for the proposed light, to realize the required amount of 1,300*l.* per annum, should be three times the foregoing rates, or $\frac{3}{16}$ *d.* per ton on coasting vessels, and $\frac{9}{16}$ *d.* per ton on over-sea vessels, less the usual deduction of 60 per cent.; leaving a net annual income of 1,301 *l.* 10*s.*

I am, &c.

W. Lees, Esq., (signed) *H. Vereker.*
Secretary, Ballast Office, Dublin.

The RATE of TOLL which will be necessary to levy on all Vessels entering Cork Harbour sufficient to raise the Annual Sum of 1,300 *l.*, needed for the Maintenance of a Light Vessel on the Daunt's Rock.

COASTING TRADE.

	£.	s.	d.	£.	s.	d.
334,041 Tons, at $\frac{3}{16}$ *d.* - - - - - - -	260	19	4			
60 per cent off - - - - - - -	156	11	8			
Average Yearly Light Duty on Coasters Inwards - - - -				104	7	8
" " " Outwards - - - - -				104	7	8
TOTAL for Year - - - £.				208	15	4

The Rate of Toll which will be necessary to levy on all Vessels, &c.—*continued.*

	£. s. d.	£. s. d.
Oversea Trade.		
582,790 Tons at 9-16*d.* - - - -	1365 18 3	
60 per cent. off - - -	819 11 –	
Average yearly Light Duty on Oversea Trade Inwards - - - - -		546 7 3
" " " Outwards - - - - -		546 7 3
Total for Year - - - £.		1092 14 6
Rate.		
Coasters at 3-16*d.* per Ton, with 60 per cent. off - - - - - -		208 15 4
Oversea Traders at 9-16*d.* per Ton, with 60 per cent. off - - - - -		1092 14 6
Average Produce annually for One Light on Vessels entering Cork Harbour at the above rates - - - - - - - - £.		1301 9 10

The actual Tonnage of Coasters and Oversea Vessels which enter the Harbour of *Cork*, and which have paid Light Duty in the years 1862–63, and the Rate of Toll which will be necessary to levy on all Vessels entering Cork Harbour sufficient to raise the Annual sum of 1,300 *l.*, needed for the Maintenance of a Light-vessel on the "Daunt's Rock."

	Cork.		Queenstown.
	Coast.	Oversea.	Oversea.
1862.	*Tons.*	*Tons.*	*Tons.*
31 December 1861 -	90,022	26,729	110,027
31 March 1862 - -	73,039	21,154	118,288
30 June 1862 - -	76,064	19,481	133,225
30 September 1862 -	91,701	22,006	126,169
	330,826	89,370	487,709
Oversea at Cork - - -			89,370
Total ditto for Year - - -			577,079
1863.	*Tons.*	*Tons.*	*Tons.*
31 December 1862 -	77,319	32,707	119,655
31 March 1863 - -	76,632	22,353	118,564
30 June 1863 - -	86,795	11,332	98,690
30 September 1863 -	96,510	41,475	143,726
	337,256	107,867	480,635
Oversea at Cork - - -			107,867
Total ditto for Year - - -			588,502

Summary.

Cork.	*Tons.*	Queenstown.	*Tons.*
Coasters, Year 1862 - - -	330,826	Oversea, Year 1862 - - -	487,709
Ditto 1863 - - -	337,256	Ditto 1863 - -	480,635
	668,082	Cork.	
		Oversea, Year 1862 - - -	89,370
		Ditto 1863 - - -	107,867
			1,165,581
	Tons.		*Tons.*
Coasting Average for one Year -	334,041	Oversea Average for one Year -	582,790

Lighthouse Department, Ballast Office, Dublin,
18 January 1864.

(signed) *John Cossart,*
Ex. Lt. Dy.

The Secretary to the Cork Town Commissioners to the Secretary Harbour Ballast Board, Dublin.

Harbour Commissioners' Office,
Cork, 12 February 1864.

Sir,

Your letter of the 23d ult. and its enclosures were received in due course, all of which I submitted to the Daunt's Rock Committee, and I now beg to send you annexed copy of their resolution, or rather recommendation, and to inform you that it was unanimously adopted by this Board.

I am, &c.
(signed) *James F. Sugrue,*
Secretary.

William Lees, Esq.

Resolution.

"The Daunt's Rock Committee unanimously recommend the Harbour Commissioners to decline the proposal of the Board of Trade to place a light ship at the Daunt's Rock, on condition that the sum of 1,300*l.* be levied annually off the shipping entering or calling off Cork Harbour to defray the expense of maintenance, &c., as they are of opinion that the charge ought to fall on the Mercantile Marine Fund."

— II. —

COPIES of Correspondence between the Cork Harbour Commissioners and the Board of Trade, and between the Ballast Board, the Trinity Board, and the Board of Trade, in reference to the Removal or Lighting of Daunt Rock; and, of Correspondence between Public Bodies and Private Firms on the same subject.

(No. 11,168.)

Memorial of the Mayor, Aldermen, and Burgesses of the Borough of Cork.

To the Right Honourable the President and Vice-President of the Board of Trade.

The Memorial of the Mayor, Aldermen, and Burgesses of the Borough of Cork,

Respectfully sheweth,

That under and by virtue of their charter, memorialists claim jurisdiction over the port and harbour of Cork, and are, therefore, deeply interested in their welfare and prosperity.

That Queenstown, the port of Cork, is the port of call for ships of every nation, arriving there for the purposes of discharge, for orders, and for delivering or taking up mails, the tonnage of which vessels, during the past year, has amounted to over 1,200,000 tons.

That numbers of those mail steamers, as well as ships with cargoes, are forced to remain frequently outside the harbour during the night, or in thick and foggy weather, in consequence of their captains being unable to distinguish the position of the rock called "Daunt's Rock," same being marked only by a buoy which in darkness or fog, cannot of course be seen, and which rock is in the immediate track of vessels entering the harbour.

That this rock is outside memorialists' jurisdiction or control, and cannot be dealt with by the harbour commissioners who are appointed by them.

Your memorialists therefore approach your Honourable Board with their request that for the benefit of the borough and port of Cork, as well as of the commercial world generally, and for the probable preservation of human life, your Honourable Board will be pleased to take into your immediate consideration the

the necessity of either removing Daunt's Rock, or of placing over it, to mark its locality, a lightship, with signal-gun or bell.

Done in Council, under the Common Seal of the borough of Cork, this 11th day of September 1863.

John Francis Maguire, M.P.,
Mayor of Cork.
Alexander M'Carthy, Jun.,
Town Clerk.

(No. 11,169.)

MEMORIAL of the Cork Harbour Commissioners.

To the Right Honourable the President and Vice-President of the Board of Trade.

The Memorial of the Cork Harbour Commissioners,

Respectfully sheweth,

THAT memorialists are the Commissioners for improving and preserving the port, harbour, and river of Cork under the Act of 1 Geo. 4. c. 52 (local).

That the powers and duties of your memorialists cease outside Cork Harbour at the south of a straight line between Poor Head and Cork Head.

That the rock called Daunt's Rock is to the south of the above line, and beyond your memorialists' jurisdiction.

That Daunt's Rock is right in the track of all ships coming from the westward for Cork Harbour, is in the way of every ship making the harbour, that it is a cause of constant peril to ships leaving or arriving at night, and is marked only by a buoy which at night is indistinguishable, and cannot be seen in a fog or thick weather in the day time.

That the arrivals have increased within a few years by several thousand tons of shipping, and within the past year amounted to considerably more than 1,200,000 tons, amongst which may be reckoned the steam vessels of the Cunard and Inman American lines, carrying mails, and calling regularly, the Great Eastern, and several others of the largest foreign going ships, a great many vessels from all parts of the world for orders, and the fine steam fleet which belongs to the port.

That the apprehension of this rock is so great, mail packets, and vessels for orders with valuable cargoes, frequently delay outside it at night, or in dark weather, and there is now an universal and urgent demand that it should be removed or lighted.

That your memorialists have fully informed the Corporation of the port of Dublin, and now, not only on account of the interests of this port, but on behalf of the shipping, and mercantile interests of the United Kingdom, and, it may be said, of the whole world, respectfully solicit the prompt consideration of your Honourable Board to the end, either that Daunt's Rock may be removed, or a lightship with a signal-gun placed over it.

Signed and sealed at a meeting of the Cork Harbour Commissioners at the Ballast Office, Cork, the 9th day of September 1863.

By order, *Alexander Bremner*, Chairman.
James F. Sugrue, Secretary.

(No. 11,170.)

MEMORIAL of Shipowners, Merchants, and Traders of the Port of Cork.

To the Right Honourable the President and Vice-President of the Board of Trade.

The Memorial of the undersigned Shipowners, Merchants, and Traders of the Port of Cork,

Respectfully sheweth,

THAT the buoy upon the rock of Cork Harbour, called Daunt's Rock, is indistinguishable at night, and cannot be seen in a fog, or thick weather, and that being

being in the track of an immense foreign and coasting trade, it is indispensable that it should be well marked or removed.

Your memorialists therefore pray, that it may be removed at once, or that a light-ship with a signal-gun should be at once placed on it.

Cork, 8th September 1863.

(signed) *John Francis Maguire*, Mayor of Cork.
Jeremiah Carroll, Town Clerk,
and other signatures.

(No. 11,171.)

Mr. *Inman* to the President of the Board of Trade.

Liverpool, New York, and Philadelphia
Steam Ship Company, Liverpool,
18 September 1863.

Sir,

I HAVE the honour to address you on the subject of Daunt's Rock, lying in the fairway from the Old Head of Kinsale to the entrance to Cork Harbour, to state that we trust some steps may be taken (if it cannot be blown up) to mark its position by some light-vessel, or other means, by which its vicinity may be known during night and fog, and by which the entrance to Cork harbour may be made more safe.

I have, &c.
(signed) *William Inman.*

To the Right Hon. T. Milner Gibson,
President of Her Majesty's
Privy Council for Trade, Whitehall.

(No. 11,172.)

Mr. *MacIver* to Mr. *Maguire*, M. P.

Dear Sir, 18 September 1863.

I AM happy to find that the local authorities of Cork are moving in the matter of Daunt's Rock, which I drew your attention to some time back; and I have only now again to urge upon you and them the necessity of having a beacon of some kind put upon it, that would be some practical guide in thick weather and dark nights to the mail steamers that are now, by Post-Office arrangements, required to call at Cork Harbour. Indeed, it is not only mail steamers that are endangered by the absence of some proper beacon, but there are also numbers of emigrant steamers weekly—almost daily—leaving Cork for America and other parts of the world; and if it be thought that, because these vessels have hitherto escaped accident, they are likely, or must of necessity continue, to be equally fortunate, it will be attributable more to a matter of luck than good guidance. Scientific navigation is all very well in its own way; but in narrow waters and thick weather, a known danger, like the Daunt Rock, ought to be guarded by a light-ship, or some other practically-useful beacon, and that, too, without delay. I have no idea whether Daunt's Rock itself could be blown up, and the danger got rid of in that way.

I asked the captain of the "Scotia," some two months ago, to call on the local authorities of Cork, and tell them that the "Scotia," arriving off the port in thick weather, was delayed for some eight hours; so that even on Post-Office grounds a detention of the mails in these times is not a trifle. In her case, she would, in fact, have been as short if she had ran for Liverpool direct.

I am, therefore, glad to hear that the local authorities are alive to the dangers of Daunt's Rock, and are using all their legitimate influence with those on whom devolves the responsibility in matters of this kind.

Yours, &c.
(signed) *David MacIver.*

John Francis Maguire, Esq., M. P.,
Mayor of Cork.

(No. 11,172.)

The Secretary, Marine Department, Board of Trade, to the Secretary to the Port of Dublin Corporation.

Marine Department, Board of Trade,
Sir, 25 September 1863.

I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you copies of the following documents, viz.:

Memorials from the Mayor of Cork, the Cork Harbour Commissioners, and shipowners, merchants, and traders of Cork, and letters from Mr. Inman to Mr. M. Gibson, and Mr. MacIver to Mr. Maguire: all relating to the removal or better marking of the Daunt's Rock, near the entrance to Cork Harbour.

In laying these papers before the Port of Dublin Corporation, I am to request that you will state to them that my Lords will feel obliged if the Corporation will take the subject into their early consideration, and favour my Lords with their observations thereon as soon as they can conveniently do so.

I am, &c.
(signed) *T. H. Farrer.*

The Secretary, Port of Dublin Corporation,
Dublin.

(No. 11,172.)

The Secretary, Marine Department, Board of Trade, to Mr. *Maguire*, M. P.

Marine Department, Board of Trade,
Sir, 25 September 1863.

I AM directed by the Lords of the Committee of Privy Council for Trade to acquaint you that the documents left yesterday at this Department by yourself and Mr. Beamish—viz., memorials from the Mayor, &c., of Cork, the Cork Harbour Commissioners, and shipowners, merchants, and traders of Cork, and letters from Mr. Inman to Mr. M. Gibson, and from Mr. MacIver to yourself, all relating to the removal or lighting of the Daunt Rocks, at the entrance of Cork Harbour—have been referred to the Port of Dublin Corporation, with a request that they will take the subject into their early consideration.

I am, &c.
J. F. Maguire, Esq., M. P., (signed) *T. H. Farrer.*
7, Manchester Buildings, Westminster.

(No. 11,545.)

The Assistant Secretary, Ballast Office, Dublin, to the Secretary, Marine Department, Board of Trade.

Sir, Ballast Office, Dublin, 3 October 1863.

I AM directed to acquaint you, for the information of the Lords of the Committee of Privy Council for Trade, in reference to your letter and its enclosures on the subject of marking or removing the Daunt Rock, off Cork Harbour, that the Board having appointed a Committee to inquire into the matter, a meeting of the members of same was held this day, when they resolved to proceed to Cork, and confer with the Cork Harbour Commissioners, and the memorialists, with the admiral on that station, and all parties concerned, on Friday next, and have informed the secretary of the Commissioners with their intention.

I am, &c.
The Secretary, (signed) *James M. A. Reilly,*
Marine Department, Board of Trade. Assistant Secretary.

The Chairman of the Shipowners' Association, Liverpool, to the President of the Board of Trade.

Shipowners' Association, Liverpool,
Sir, 23 September 1863.

I HAVE the honour to enclose you the memorial of the Liverpool Shipowners' Association, on the subject of the urgent necessity which exists for the removal of "Daunt's Rock" off the entrance to Cork Harbour, or of placing a light-ship and signal-gun over it.

I remain, &c.
To the Right Honourable (signed) *Thomas Chilton*,
The President of the Board of Trade. Chairman.

(Enclosure.)

To the Right Honourable the President and Vice-President of the Board of Trade.

The Memorial of the Liverpool Shipowners' Association,

Respectfully showeth,

THAT the sunken rock, called Daunt's Rock, lying to the south of Cork Harbour, is in the direct track of all ships from the westward entering that harbour.

That the rock is marked only by a buoy, and is therefore undistinguishable at night, and cannot be seen in a fog, or in thick weather in the day-time, and is consequently a cause of great peril to ships leaving or arriving at Cork Harbour.

That Cork Harbour is very greatly used by vessels coming from all parts of the world as a port of call for orders, and by various lines of ocean steam vessels to take up mails and passengers.

That the danger of coming in contact with this rock in the night-time, or in thick weather, is so great, that vessels are very often obliged to remain at sea all night, or until the weather is clear.

Your memorialists, therefore, humbly submit to your favourable consideration the necessity of the removal of Daunt's Rock above referred to, or else of a lightship and signal-gun being placed over it.

And humbly pray that steps may be immediately taken for carrying out the objects of your memorialists.

And your memorialists will ever pray, &c.

Thomas Chilton, Chairman.

(No. 11,602.)

Mr. *James Booth* to the Secretary to the Port of Dublin Corporation.

Marine Department, Board of Trade,
Sir, 7 October 1863.

WITH reference to the letter from this Department, of the 25th ultimo, transmitting for the consideration of the Port of Dublin Corporation certain memorials praying for the removal or lighting of the Daunt's Rock, I am directed by the Lords of the Committee of Privy Council for Trade to inclose a copy of a memorial which has been received from the Liverpool Shipowners' Association on the same subject.

I am, &c.
The Secretary, (signed) *James Booth.*
Port of Dublin Corporation.

(No. 11,602.)

Mr. *James Booth* to the Chairman of the Shipowners' Association, Liverpool.

Marine Department, Board of Trade,
Sir, 7 October 1863.

I AM directed by the Lords of the Committee of Privy Council for Trade to acknowledge the receipt of your letter, of the 23d ultimo, addressed to the President of this Board, inclosing a memorial from the Liverpool Shipowners' Association, praying for the removal or better marking of the Daunt's Rocks; and, in reply, I am to acquaint you, for the information of the Association that a copy of the memorial has been sent to the Port of Dublin Corporation, for their consideration.

I am, &c.
The Chairman, (signed) *James Booth.*
Shipowners' Association, Liverpool.

(11,602.)

The Secretary of Lloyd's to the Secretary, Marine Department, Board of Trade.

Sir, Lloyd's (E.C.), 15 October 1863.

I HAVE the honour to represent to you, for the information of the Lords of the Committee of Privy Council for Trade, that the attention of the committee for managing the affairs of Lloyd's has been called by Mr. J. F. Maguire, M. P., the Mayor of Cork, to the danger to shipping arising from the imperfect warning of Daunt's Rock, off Cork Harbour; and that gentleman has forwarded to this committee a copy of a memorial from the Cork Harbour Commissioners to the Board of Trade on the subject, with a request that this committee would support the same.

This committee have, in consequence, made inquiries as to the danger to be apprehended from the existence of Daunt's Rock, and they desire to express their opinion, as the result thereof, that the removal of the rock in question, or the placing of a light-vessel over it, would tend to the benefit of the shipping frequenting the port of Cork.

I have, &c.
T. H. Farrer, Esq., (signed) *Geo. A. Halstead,*
&c. &c. &c. Secretary.
Marine Department, Board of Trade.

(No. 12,017.)

Mr. *James Booth* to the Secretary of Lloyd's.

Marine Department, Board of Trade,
Sir, 19 October 1863.

I AM directed by the Lords of the Committee of Privy Council for Trade to acknowledge the receipt of your letter of the 15th instant on the subject of the removal or lighting of the Daunt's Rocks, off Cork Harbour, and to state that the matter is now under consideration.

I am, &c.
The Secretary, Lloyd's. (signed) *James Booth.*

(No. 12,024.)

The Secretary to the Ballast Board, *Dublin*, to the Secretary, Marine Department, Board of Trade.

Sir, Ballast Office, Dublin, 15 October 1863.

WITH reference to your letters of the 25th September and 7th October, I am directed to inform you that this Board, in compliance with the wish of their Lordships, proceeded to consider the important question respecting the "Daunt" Rock, and with a view to obtain the most complete information from persons resident in Cork and familiar with the subject, they deputed two of their members

to proceed to Cork and communicate with the local authorities, and the admiral of the station.

I have now the honour to enclose the report of the deputation, in which the Board entirely concur.

Should their Lordships adopt the suggestion as to placing a lightship, it may be practicable, pending the building of one, to obtain the temporary use of one from the Trinity Board, as it would be desirable to take the necessary precaution without delay, and this Board have not any lightships at their disposal.

I am, &c.
(signed) *W. Lees*, Secretary.

The Secretary,
Marine Department, Board of Trade.

Enclosure 1.

Copy of Report.

The committee appointed to inquire into representations made by the local authorities of Cork, and other large and important interests connected with the shipping of that port, and addressed by them to the Lords of the Committee of Privy Council for Trade, upon the subject of removing or sufficiently marking the Daunt Rock, or its position, have the honour to report that they, as directed by the Committee, proceeded to Cork on the 8th inst., accompanied by their inspector; and having, as previously arranged, met the memorialists on the following morning at the office of the Harbour Commissioners, the subject underwent the fullest investigation, and the opinions of that body, as well as those of several practical persons brought forward by them, were carefully discussed.

The dangerous character of the Daunt Rock, which is too well known to require any lengthened description from the committee, was fully and clearly shown to be a serious impediment to the navigation of the port. It lies at about four miles' distance from the entrance of Cork Harbour, and one mile from the mainland, and in the direct course of vessels coming from the westward, from the lighthouse at the Old Head of "Kinsale" to the lighthouse at Roche's Point. In hazy or thick weather, the commanders of vessels are afraid to steer a direct course; and by keeping or giving it a wide berth, the ships are swept by the tide to a great distance from the harbour, as appears especially by the statement of Captain Judkins in the papers hereunto annexed, by which much valuable time is lost.

The great increase, of late years, not only in the number of vessels frequenting Cork Harbour, but also in their size, and being the general port of call for almost all the foreign grain trade of the United Kingdom, as well as the transatlantic mail packet station, invest it with peculiar importance; and the committee have, therefore, no hesitation whatever in recommending that measures be taken with as little delay as possible to mark that danger. It appears to the committee that the immediate course would be the placing of a light-vessel at a distance of from a mile to a mile and a-half to the south-east of the rock, with a fog-gun on board; and that then the buoy, which now marks the outer edge of the rock, should be removed to the south-west end of it. The committee are also of opinion that the Board should be authorised, in the spring of the year, to engage the services of some eminent engineer, with divers, to make a close and careful survey of the rock, to ascertain whether its removal be practicable.

It does not appear that any such survey has ever been made, so that neither its size, formation, or character is known; but, judging from the description of rock on the mainland (a mile distant), it would appear that the removal would not be very difficult.

The Cork Harbour Commissioners having kindly placed their steamer at the disposal of the committee, they proceeded to Queenstown and consulted Rear Admiral Sir Lewis Jones, who expressed great anxiety to further these views, and has kindly ordered soundings to be taken, and the nature of the holding-ground, where it would be necessary to moor a lightship, clearly ascertained.

The committee could not fail to remark upon the total absence, in the memorials, of any allusions to the casualties upon the rock in question, an omission which the memorialists admitted, and have undertaken to remedy by forwarding a return of such casualties, which, when received, can be brought under the consideration of the Board of Trade, but for which the committee do not deem it necessary to delay their report.

(signed) *P. Dombrain.*
Thos. Bewley.

Ballast Board, 13 October 1863.

Enclosure 2.

EXTRACT of LETTER from Captain *Judkins*, R. M. S. "Scotia," to Captain *O'Bryen*; dated Queenstown, 19 July 1863.

See Ante, in Correspondence of Cork Harbour Commissioners, No. 1915, page 6.

(No. 12,024.)

Mr. *James Booth* to the Secretary to the Port of Dublin Corporation.

Marine Department, Board of Trade,
Sir, 19 October 1863.

I AM directed by the Lords of the Committee of Privy Council for Trade to acknowledge the receipt of your letter of the 15th instant, with the Report of the Committee to whom had been referred the question of the better marking of Daunt's Rock. In this report the Committee recommend that a light-vessel should be at once placed in the neighbourhood of the Rock, and you state in your letter that the Corporation concur in that recommendation. In reply, I am to request that you will point out to the Corporation that the proposal is one that should, under the terms of the Act, be first submitted to the Elder Brethren of the Trinity House.

I am at the same time to enclose, for the information of the Port of Dublin Corporation, a copy of a letter on the same subject, which my Lords have received from the Committee of Lloyd's.*

*See page 15.

I am, &c.
(signed) *James Booth.*

The Secretary,
Port of Dublin Corporation.

The Secretary to the Chamber of Commerce and Manufactures, Glasgow, to the Secretary of the Board of Trade.

Chamber of Commerce and Manufactures,
Sir, Glasgow, 19 October 1863.

I AM instructed by the Directors to transmit to you the enclosed memorial on the subject of the removal of Daunt's Rock, at the entrance to Cork Harbour.

I have, &c.
(signed) *J. S. Fleming*,
Secretary.

To the Secretary of the Board of Trade,
Whitehall.

(Enclosure.)

To the Right Honourable the Lords of the Committee of Privy Council for Trade.

The Memorial of the Chamber of Commerce and Manufactures in the City of Glasgow, incorporated by Royal Charter,

Respectfully showeth,

THAT the memorialists are deeply interested in the shipping of the United Kingdom, and that the Port of Queenstown, from its having become a port of call for vessels of the largest tonnage to and from all parts of the world, is now of national importance.

That the local authorities have recently called public attention to the existence of a dangerous rock, called Daunt's Rock, situated near to the mouth of Cork Harbour, and in the way of every ship making that harbour from the westward.

That your memorialists recognise the great importance to the shipping interest of the kingdom of making the entrance to the Harbour of Cork safe, and this can be accomplished most effectually by blasting the rock and permanently removing it.

That the memorialists are unable to form any estimate of the expense which would attend such an operation, and it may be that the cost would be altogether out of proportion to the advantage to be secured. In that case it appears to the memorialists that the danger

 arising

arising from the situation of Daunt's Rock would be best obviated not, as has been suggested by other public bodies, by placing a lightship there with a signal-gun (which, it is thought, might lead to complications), but by improving and rendering first-class the light presently existing on Roche's Point, so as to enlarge the circuit of that light, and by means thereof and of the Kinsale Light to afford safe and secure guidance to the mariner in the navigation of the waters near the entrance to Cork Harbour.

The memorialists respectfully submit these suggestions to your Honourable Board, and solicit your early consideration of the subject to which they refer, and the prompt adoption of such measures as will obviate the dangers experienced from the existence of Daunt's Rock.

(signed) *Alex. Hastie*, Chairman.
Glasgow, 19 October 1863. *J. S. Fleming*, Secretary.

(No. 12,214.)

Mr. *James Booth* to the Secretary to the Chamber of Commerce and Manufactures, Glasgow.

Marine Department, Board of Trade,
Sir, 22 October 1863.

I AM directed by the Lords of the Committee of Privy Council for Trade to acknowledge the receipt of your letter of the 19th instant, enclosing a memorial from the Chamber of Commerce and Manufactures at Glasgow, on the subject of the better marking of Daunt's Rock; and I am to acquaint you, for the information of the Directors, that a copy of the memorial has been sent to the Port of Dublin Corporation for their consideration.

I am, &c.
(signed) *James Booth.*

The Secretary Chamber of Commerce and Manufactures, Glasgow.

(No. 12,214.)

Mr. *James Booth* to the Secretary to the Port of Dublin Corporation.

Marine Department, Board of Trade,
Sir, 22 October 1863.

REFERRING to the letter of the 19th instant, from this Department, on the subject of the better marking of the Daunt Rock, I am directed by the Lords of the Committee of Privy Council for Trade to transmit to you, for the consideration of the Port of Dublin Corporation, the enclosed copy of a memorial from the Chamber of Commerce and Manufactures in Glasgow on the subject, in which it is suggested whether the object in view may not be better attained by an improvement of the light at Roche's Point.

I am, &c.
(signed) *James Booth.*

The Secretary Port of Dublin Corporation, Dublin.

(No. 12,309.)

Mr. *James Booth* to the Secretary to the Ballast Board, Dublin.

Marine Department, Board of Trade,
Sir, 27 October 1863.

REFERRING to previous correspondence on the subject of better marking the Daunt Rock, entrance to Cork Harbour, I am directed by the Lords of the Committee of Privy Council for Trade to transmit to you, for the consideration of the Port of Dublin Corporation, the enclosed copies of a letter from the Admiralty, and of the reports which accompanied it upon the subject.

My Lords direct me to call attention to the remarks of Captain Shadwell as to the present completeness of the lighting of this part of the coast, and as to the facility

facility with which, by the exercise of common prudence, the rock may be avoided.

It appears to my Lords that great weight must be attached to the fact that in thick weather lights cannot be depended upon, and that soundings must then be relied on to keep a vessel clear of this rock, whilst in clear weather the bearing of the light on Roche's Point must, if attended to, lead a vessel clear of it; and my Lords would suggest for consideration whether the Roche Point Light might not be arranged in such a manner as to form a more direct leading light for the purpose.

I am to request that the chart (enclosed) my be returned to this Department.

I am, &c.
(signed) *James Booth.*

The Secretary, Ballast Office, Dublin.

(No. 12,309.)

The Secretary of the Admiralty to the Secretary of the Board of Trade.

Sir, Admiralty, 20 October 1863.

The question of placing a light-vessel to mark the Daunt Rock, at the western entrance of Cork Harbour, having again been brought forward by the Ballast Board of Dublin, the Rock has been examined by the Masters of Her Majesty's ships "Hastings" and "Hawke;" and I am commanded by my Lords Commissioners of the Admiralty to transmit to you, for the information of the Lords of the Committee of Privy Council for Trade, the report of these officers, with one from Captain Shadwell, by which it appears very questionable whether it is necessary to incur the expense of placing a light-vessel off the rock, as, with common precaution, all danger may be avoided by vessels approaching the harbour from the westward.

My Lords desire me to transmit, herewith, all the correspondence (in original) which has taken place on the subject during the last 12 months, in order that the Board of Trade may come to a decision on the question, and communicate accordingly with the Ballast Board at Dublin.

The enclosures, when done with, it is requested, may be returned to this Office.

I am, &c.
The Secretary of the Board of Trade. (signed) *C. Paget.*

Enclosure 1.

The Daunt's Rock.

The report of Captain Shadwell and the Masters of the "Hawke" and "Hastings" agrees with the report of the late Hydrographer, who expresses a doubt of the necessity for a light-ship; and as to blasting the Daunt's Rock away, the late Hydrographer says, "It might cost 5,000 *l.*:" Captain Shadwell's report says, it "would probably be impracticable; it would certainly involve a very great expense."

Captain Shadwell himself reports fully upon the position of this rock, and says that it offers but little cause of anxiety to the seaman unwilling to incur needless risk, and shows, by the courses laid down on the chart, that a safe course from off the old Head of Kinsale will increase the distance to be run with safety to Cork Harbour only three miles over the shortest possible route: can it then be necessary to run any risk to save these three miles, which any large steamship will accomplish in less than 20 minutes? I think not; and therefore I submit that Captain Shadwell's letter and the report be forwarded to the Board of Trade for their information and that of the Ballast Board at Dublin, and the Commander in Chief at Cork so informed, and that the report of Captain Shadwell, with the accompanying chart, and the joint report of himself and the Masters of the "Hastings" and "Hawke," be returned to the Admiralty when done with.

(signed) *W. V. Read,*
19 October 1863. Pr. Hydrographer.

Enclosure 2.

(No. 387.)

RESPECTING a Light-vessel to mark the Daunt Rock, off Cork Harbour.

Sir, "Hastings," at Queenstown, 10 October 1863.

THE subject of placing a light-vessel to mark the Daunt Rock is again under the consideration of the Commissioners of the Ballast Board of Dublin, who, acting under directions from the Board of Trade, have had a deputation here to consult with the Harbour Commissioners of Cork.

2. They met yesterday, and the Dublin Deputation have decided on recommending that a light-vessel be placed to mark the shoal.

3. Sir James Dombrain and the other members of the Dublin Deputation called on me, to state the opinion at which they had arrived, and to invite observations from me; but as the Deputation were already in possession of a copy of my report to the Admiralty of the 24th November 1862, I have not any further information to convey, as the point of "whether a light be desirable or not" can be best answered by the masters of the vessels who are constantly running for the port.

4. Sir James Dombrain requested me to have soundings taken in the neighbourhood of the Rock, with the view of ascertaining the nature of the bottom. This I am having done under the superintendence of Captain Shadwell, of the "Hastings," and the report shall be sent to the Admiralty for the information of Sir James and the Deputation when completed; in fact, anticipating such a request, the "Advice" has been employed in this service for the last week, but the weather has been rough, and retarded progress.

I have, &c.
(signed) *Lewis T. Jones,*
Rear-Admiral.

The Secretary of the Admiralty, London.

Enclosure 3.

(No. 392.)

FURTHER Information respecting a Light-vessel to mark the Daunt Rock.

Sir, "Hastings," at Queenstown, 14 October 1863.

IN continuation of my letter of the 10th instant, No. 387, respecting a light-vessel to mark the Daunt Rock, I have now the honour to forward, for their Lordships' information, the report of Captain Shadwell on that subject.

2. Their Lordships will observe that Captain Shadwell suggests two lights being placed on Robert's Head, in preference to a floating light; and I am disposed to coincide with him that that would be the most practical way of showing the position of the shoal, and enabling ships to avoid it. If lights on shore be adopted one should, I think, be placed as far down the face of the cliff as possible.

3. The weather has been so rough lately that the additional soundings, to finish the rough plan alluded to in my letter of the 10th instant, have not been taken.

I have, &c.
(signed) *Lewis T. Jones,*
Rear-Admiral.

The Secretary of the Admiralty, London.

Sub-Enclosure 1.

TRANSMITTING a Report relative to Daunt's Rock.

H. M. S. "Hastings," Queenstown,
Sir, 9 October 1863.

WE have the honour to acquaint you that, in compliance with your instructions of the 4th instant, we have made an examination of Daunt's Rock and obtained soundings thereon, and we beg to submit herewith our report on the questions proposed to us.

1. As to the feasibility of blasting the Rock so as to leave 30 feet of water over the shoalest parts:

We are of opinion that, in consequence of the great extent of this shoal (not less, according to the most favourable estimation, than 40 fathoms in diameter), that to blast it effectually, so as to have over it the depth of water proposed, would probably be impracticable, and would certainly involve a very great expense.

2. As to suggesting the best position for placing a floating light-vessel:

We are of opinion that if it should be decided to place a floating light to mark this rock, the best position would be about half a mile outside the present buoy, in about 14 fathoms, on the same line of bearing from Robert's Head.

3. We

3. We forward herewith a rough sketch of the soundings obtained in the neighbourhood of the Rock, as far as circumstances and the unfavourable weather we experienced permitted.

4. Reliable soundings, to be used as a basis for any future blasting operations, could only be obtained under the most favourable circumstances of fine weather and smooth water, such as occasionally prevail in the summer season.

We have, &c.
(signed) *Charles D. A. Shadwell,*
Captain H. M. S. "Hastings."
John T. H. Norris,
Master H. M. S. "Hawke."
Edward Maunder,
Rear-Admiral Sir Lewis T. Jones, K. C. B. Master H. M. S. "Hastings."

Sub-Enclosure 2.

In re DAUNT'S ROCK.

(No 15 of 1863.) H. M. S. "Hastings," Queenstown,
Sir, 10 October 1863.

ON the 9th instant I had the honour, in obedience to your instructions, to submit to you a joint report from Messrs. Norris and Maunder, masters of Her Majesty's ships "Hawke" and "Hastings," and myself, relative to the feasibility of removing, by blasting, the danger near the entrance of Cork Harbour known as Daunt's Rock, and, in the event of that measure being deemed impracticable, of suggesting our opinion as to the best position for a floating light to mark this hidden danger.

1. Having had occasion, in the course of this inquiry, and during my examination of the vicinity of the Rock, to study carefully the Admiralty Chart of this part of the coast (Kinsale to Brettin Head, No. 2336), my attention has been drawn to the primary question whether Daunt's Rock—lying, as it does, in the direct track of vessels proceeding along the coast from the westward, from Kinsale to Cork Harbour—is really so formidable a danger, and so great an impediment to the safe navigation of the coast, as is generally assumed by those who have acquiesced in popular opinions on the subject, without due and independent inquiry.

2. After a very attentive consideration of this subject, I have arrived at a deliberate conclusion that the supposed danger of Daunt's Rock is greatly exaggerated, and that it offers but little cause of anxiety to the seaman unwilling to incur needless risk, and content to conduct his vessel according to well-established rules of prudent navigation. Danger only exists when the seaman is tempted to skirt along the coast in dangerous proximity to the shore, urged by an impatient desire of saving a few miles of distance and a few minutes of time.

3. Daunt's Rock, according to the Admiralty Chart (the correctness of which there is no reason to doubt), lies off Robert's Head, about nine-tenths of a mile from the land. The coast all along, from Kinsale to Cork Harbour, is high and bold, and therefore affords the seaman an easy means of estimating his distance from the shore.

By keeping a prudent offing of two or three miles from the shore, and in case of thick weather, when there may be some difficulty in estimating distances, by not neglecting the ancient seamanlike precaution of attention to sounding with the lead, Cork Harbour may be approached even at night with perfect safety, the coast being extremely well lighted. If, unfortunately, the night should be so dark and thick that neither the high land of the coast nor the lights should be visible, the seaman can ensure the safety of his vessel by putting her head off-shore till it clears, and not keeping her in less than 20 fathoms water. In such a case as this the danger of the coast would not be one whit the less even if Daunt's Rock had never existed.

4. It will appear, on examination of the Admiralty Chart, that assuming that a vessel starts from a position one mile due south of Kinsale Head (N. N. E. ½ E. magnetic), and steers for Cork Harbour, skirting along the coast as close as possible, so as to pass over the shortest distance possible, ignoring Daunt's Rock altogether, the distance traversed will be 16⅓ miles. If she steers to pass two cables' length outside of Daunt's Rock, the distance traversed will be 16⅔ miles; or, again, if starting from a point two miles from Kinsale Head, she passed one mile outside of the Rock, the distance traversed would be 18 miles; and, again, if from a point three miles from Kinsale Head, she passed two miles outside the Rock, the distance would be 19¹ miles,—the extreme loss in this case being three miles, a limit altogether inconsiderable, both as to distance and in point of time. As an illustration of this argument, I append a copy of the Admiralty Chart, with the courses and distances supposed marked on it.

5. As unlimited sea-room exists towards the S. E. to seaward in thick or blowing weather, the prudent mariner may keep as much further off shore as he pleases, and so diminish still more and more the possible chances of his encountering the Rock; the increase of distance traversed and consequent loss of time slightly augmenting, according as celerity of passage is sacrificed to prudential considerations. Hence it appears, when critically examined, that the delay and danger caused by Daunt's Rock in approaching Cork Harbour shrink to very diminished proportions.

 6. I believe

6. I believe I am correct in stating that all parties who have examined Daunt's Rock at various times have reported against the practicability of removing the danger by blasting the rock away. As a safeguard against its assumed danger there remains, therefore, to be considered the propriety of marking its position by means of a floating light, which has also been proposed. It must be borne in mind in considering this matter that the coast in this neighbourhood is already extremely well lighted:—by Kinsale Head Light (fixed), visible in clear weather at a distance of 22 miles; by Cork Harbour Light, on Roche's Point (fixed, and showing red to seaward), visible 8 to 10 miles; and by Ballycotton Light (flashing), visible 18 miles. A vessel proceeding from Kinsale Head to Cork Harbour comes within sight of the Cork Harbour and Ballycotton Lights long before she reaches the vicinity of Daunt's Rock, and in the neighbourhood of the rock all three lights are distinctly visible, thus enabling the mariner to fix his position on his chart by bearings with great exactness. Unless additional lights can be shown to be indispensably necessary, their multiplication along a line of coast is a positive evil, as they only tend to confuse and bewilder the seaman, especially in dark and uncertain weather, and are quite as likely to lead him into error through mistaking one for the other as to afford him any additional security: for these reasons, placing a lighthouse or vessel near Daunt's Rock seems to be of very questionable advantage.

7. If, however, in deference to the strong local wishes which appear to prevail on this subject, it should be determined to mark the position of Daunt's Rock by a light, I think that a lighthouse on Robert's Head would be preferable to a floating light outside the rock. The floating light, being moored in a very exposed situation, and subject to the unbroken force of easterly and south-easterly gales, would be often in danger of breaking adrift; and if such an accident should occur, some time must needs elapse, especially in winter time, before it could be replaced, during which period the rock would be unguarded. No such danger would attend a lighthouse on the land.

The cost of erecting a lighthouse, in the first instance, would probably be considerably greater than that of providing a light-ship; the annual expenses, of maintenance, repairs, and establishment, probably much less.

8. Robert's Head is wholly composed of dark-grey slate and gritstones, which are well adapted for rough building purposes, so that the materials for the erection are on the spot. In order to distinguish the proposed light from adjacent lights already existing, I would suggest that it should be either a revolving light or two fixed lights of unequal elevation, placed in line of bearing towards the position of Daunt's Rock. The lights need not be very powerful; if visible from eight to ten miles, it would suffice.

The importance of this subject must be my excuse for the length of this communication. Submitting the matter for your consideration,

I have, &c.
(signed) *Thos. F. A. Shadwell*, Captain.

Rear-Admiral Sir Lewis T. Jones, K.C.B.

Enclosure No. 4.

(No. 277.)

The Buoying and Lighting of Cork Harbour and its Approaches.

"Hastings," at Queenstown,
24 November 1862.

Sir,

I FORWARD herewith four enclosures, relating to the buoying and lighting of Cork Harbour and its approaches.

2. A is a covering letter from the Secretary of the Harbour Commissioners;
B a report from the Harbourmaster (Mr. H. H. O'Bryen) to the Harbour Commissioners;
C observations of Mr. Judkins, Master of the Cunard steamer "Scotia."

3. The above papers were sent to me with a request that I would forward them to the Lords Commissioners of the Admiralty; but previously to doing so, I directed Lieutenant Mansel (who commands the Boys' Training Brig) to proceed in the "Advice," and, with the assistance of the masters of the "Hastings" and "Hawke," to report on the requisition of the Harbour Commissioners: that report (D) is sent herewith.

4. With reference to the buoys on the Harbour and Turbot Banks, that point is settled by their Lordships having been pleased to order the Storekeeper General to provide buoys of the Herbert pattern.

5. The point remaining for the consideration of their Lordships is, whether the buoys on the western shore shall be painted red instead of white, and the blasting of the Harbour and Turbot Rocks.

6. People experienced in such matters state that there would not be any great difficulty in blasting them away, and that even the Daunt's Rock might be levelled.

7. If it be deemed advisable to paint the buoys on the left hand going in red, I would beg to suggest that it be a bright-red colour.

I am, &c.
(signed) *Lewis T. Jones*, Rear-Admiral.

The Secretary of the Admiralty, London.

Sub-Enclosures.

(A.)

Harbour Commissioners' Office,
Cork, 20 November 1862.

Sir,

I BEG to enclose copies of reports in reference to the buoys of this harbour, which I am directed to forward you for transmission to the Admiralty.

I am, &c.
(signed) *James F. Sugrue*, Secretary.

Rear-Admiral Sir Lewis T. Jones, Queenstown.

(B.)

Queenstown, November 1862.

Gentlemen,

As directed, I beg to offer a few observations upon the Admiralty Buoys marking the banks and shores at the entrance to Cork Harbour.

1. The buoys swim too deep, from their construction, not being more than 18 inches over water: when the tide is strong, their shape being the same, it is almost impossible to distinguish one from the other, until too close to avoid danger.

2. The colour of those upon the western shore being white, makes them difficult to be seen at night, when the sea is broken, or in bright moonlight.

3. There is no difference between the buoys marking the sides of the channel and those in the centre upon the Turbot Bank and Harbour Rock.

I would suggest that buoys similar to the Keel or Herbert Buoys be substituted for the present ones, this class of buoys being now used in London, Liverpool, Dublin, and the principal ports in the United Kingdom; the buoys upon the Turbot Bank and Harbour Rock to be beacon-buoys, with different-shaped caps, to distinguish them one from the other; the buoys to be painted black at one side of the harbour, and red at the other; those upon the wrecks to be green; upon the Turbot Bank and Harbour Rock the shape of the beacons to distinguish the position of the buoys; these buoys to stand at least 14 feet above the water, the harbour being used both by night and by day by the American Royal Mail and other valuable steamers. I would strongly recommend that a light-ship be placed south-east of Daunt's Rock, so as to enable them to avoid this danger, having only 11 feet upon it at low-tide, and being directly in their track to and from America. I may here mention that a large steamer recently was detained for some two hours in consequence of having fouled one of the Harbour Rock Buoys, it being half-flood and a little thick at the time. The buoy was not seen in time to avoid it. Had it been a beacon-buoy, this would not have occurred. In fact, the only accidents that have occurred were caused by the buoys being of a bad description. In conclusion, I may say how desirable it would be to have a uniform system of buoying in all the ports of the United Kingdom. In confirmation of the above reports, I beg to hand in the written opinion of one of the most experienced and talented mariners of the present day, commanding the Royal Mail-ship "Scotia," touching at this port on her outward and homeward voyage to America.

I have, &c.
(signed) *Henry H. O'Bryen.*

(C.)

R. M. S. "Scotia," 26 October 1862.

Gentlemen,

HAVING read over the report made by the Harbour Master of Queenstown relative to the buoys marking the dangers to the approaches of said harbour, I strongly approve of the "*Keel*" or Herbert Buoys to be substituted for the ones now in use, as we have great difficulty in distinguishing them at all times. The colour of red or black is the most distinguishable; that of white being totally useless either by moonshine or sunshine, and not seen in fog or hazy weather. I would not recommend green, as that colour is used in cases of sunken wreck. The buoys on the Harbour Rock and Turbot Bank should be beacon-buoys, with distinguishing caps. With regard to the danger called Daunt's Rock, I cannot see any cause, and have often wondered, why it has not been blasted away ere this, lying as it does so great an obstacle in the fairway of vessels running from this commercial and now-important harbour.

Failing this proposition, a light is very much required, and it must be so distinguishable, in order to avoid mistakes arising by many lights showing from fishing-vessels, &c., that are constantly hovering round the entrance of the harbour.

Highly recommending the above for your approval,

I am, &c.
(signed) *C. H. E. Judkins.*

Messrs. D. and C. MacIvers, Liverpool.

(D.)

RELATIVE to the Buoys of Cork Harbour and Daunt's Rock.

H. M. S. V. "Advice," Queenstown,
22 November 1862.

Sir,

IN compliance with your memorandum of the 21st instant, we proceeded on the service therein mentioned.

First. To the Daunt Rock, and there taking careful soundings on and around it, which varied from two-and-a-half to seven fathoms, extending north and south about 40 fathoms; the utter impossibility of blowing it up presents itself without enormous expense, but from its position relative to Queenstown Harbour, we strongly recommend a light-vessel to be moored to the eastward of the Rock lighted by two red lights on different masts placed at unequal heights to distinguish them from the adjacent lights.

Secondly. With respect to the colour and description of the buoys marking the Harbour Rock and Turbot Bank Shoals, we suggest that they should remain the same colour as at present, but the description of buoy to be similar to that placed off the Daunt Rock.

Thirdly. We would further suggest that the buoys marking the channel of the harbour on the eastern side should remain as at present (black), those on the western side to be painted red; the harbour being much used by vessels, particularly large steamers, and white (as at present) being not easily distinguishable at night.

We have, &c.
(signed) *W. Mansel*, Lieutenant,
H. M. B. "Ferret."
Francis Hale, Master,
H. M. S. "Hawke."
Edward Maunders, Master,
H. M. S. "Hastings."
M. C. Raymond, 2d Master,
H. M. S. V. "Advice."

Rear-Admiral Sir Lewis T. Jones, K. C. B.,
Commander in Chief, Queenstown.

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22 November 1862.

I REQUEST you will state at what distance from the buoy of the Daunt's Rock in each direction was two-and-a-half fathoms found, and at what distance seven fathoms.

(signed) *Lewis T. Jones*, Rear-Admiral.

The shoal-water commences a cable's length north of the buoy, two-and-a-half fathoms on the southern extreme of the rock, deepening gradually to five fathoms in the centre, and shoaling again to two-and-a-half fathoms on the northern extreme.

Seven fathoms is found on the edge of the shoal, deepening to 13 fathoms where the buoy is at present.

(signed) *W. Mansel*, Lieutenant,
H. M. B. "Ferret."
Francis Hale, Master,
H. M. S. "Hawke."
Edward Maunders, Master,
H. M. S. "Hastings."
M. C. Raymond, 2d Master,
H. M. S. V. "Advice."

Is not the light off Roche's Point "red" on the sea-front; and if so, would red be desirable for a floating light on the Daunt Rock?

Lieutenant Mansel. (signed) *L. T. Jones*, Rear Admiral.

H. M. S. "Ferret," 24 November 1862.

ROCHE'S LIGHT is red; hence our reason for recommending two lights to be used off the Daunt's Rock.

(signed) *W. Mansel*, Lieutenant, R. N.

Enclosure 5.

(No. 375.)

PROPOSAL for larger Buoys in Queenstown Harbour, and for a Lightship at the Daunt Rock.

(E.)

26 November 1862.

THREE out of four of the proposals of the Queenstown Harbour Master are, I think, good, and should be adopted as soon as convenient:

1. The four larger beacon-buoys on the Harbour and Turbot Rocks are already ordered.

2. The marking buoys on the port side of the harbour on entering should, as at Liverpool, Belfast, &c., be painted of a bright red colour.

I think this ought to be done at once. White buoys are very difficult to make out by night, and it is the general practice now in most English and nearly all foreign harbours, to place red buoys to port on entering, and black to starboard.

3. All the marking buoys in the harbour on both sides are of an antique form, and swim too deep in the water.

In this I fully concur, and would suggest, when any one of these buoys requires repair, that, instead of doing so, a new trunk iron buoy, well coated within with Day's cement, to preserve the rivet-heads, should be laid down until all the buoys are replaced. It will be more economical in the end, as the wooden buoys are constantly getting out of repair, and the iron rarely or never.

4. Daunt's Rock* (as Captain Judkins says) should be blasted away.

Certainly a nine-feet danger near to the entrance of a well-frequented harbour is a very great evil. But to blast it away would probably cost 5,000 *l.*, and I fear there are no available funds.

A floating light might be placed off it; and if this were considered necessary, an application should be made to the Board of Trade to refer the question to the Ballast Board of Dublin; but I doubt the necessity for it.

I submit, then, with their Lordships' approval—That the senior officer at Queenstown be authorised to direct the storekeeper at Haulbowline (who has charge of the buoys) to make the changes named in paragraphs 2 and 3, as opportunities may occur: say that he should be prepared to have a set of buoys, painted bright red, ready to lay down at the same time the four large buoys are placed on the Harbour and Turbot Rocks.

(signed) *J. Washington*, Hydrographer.

(No. 12,476.)

The Chairman of the Glasgow Shipowners' Association to the Secretary, Marine Department, Board of Trade.

19, Union-street, Glasgow,
26 October 1863.

Dear Sir,

I AM requested to forward you the enclosed memorial of the Shipowners' Association, and to express the hope that the subject of it may have the early consideration of their Lordships.

I am, &c.
(signed) *Allan Gilmour.*

T. H. Farrer, Esq.
&c. &c.

(Enclosure.)

(No. 12,476.)

To the Right Honourable the Lords of the Committee of Privy Council for Trade.

The Memorial of the Glasgow Shipowners' Association,

Respectfully showeth,

THAT the attention of your memorialists having been called to the dangerous situation of Daunt's Rock, near to the entrance of Cork Harbour, and in the track of vessels making for that port from the westward;

That your memorialists, impressed with the great advantage, not only to the shipping interest, but to the general trade of the kingdom, of rendering the entrance to all the harbours of the country of as easy and safe access as possible, and more especially the entrance of such harbours as that of Queenstown, which is now a port of call to and from all parts of the world, and is therefore of national importance;

That

* Daunt's Rock lies four miles S.W. of the entrance of Cork Harbour, off Robert's Head, three quarters of a mile off shore.

That the removal of Daunt's Rock by blasting, if that can be effected at a cost within a reasonable amount, would be the most effectual and satisfactory mode of disposing of it.

That, in the event of the estimated or probable cost of thus removing Daunt's Rock by blasting, exceeding an amount which could reasonably be undertaken, your memorialists are of opinion that the dangers referred to would be best obviated, and the navigation to the harbour from the westward would be rendered comparatively safe, by an improvement of the light on Roche's Point, making it first class, or equal in brilliancy to any light on the coast. Such an arrangement, your memorialists think, would meet all the requirements of the navigation, and would be less expensive than the placing of a lightship, or of any particular light, to mark the rock.

Your memorialists respectfully submit these propositions to your Honourable Board, and hope that your Lordships will be pleased to adopt such measures as will render the said navigation less dangerous.

And your memorialists, as in duty bound, will ever pray.

Signed for and on behalf of the Glasgow Shipowners' Association this twenty-sixth day of October, eighteen hundred and sixty-three.

Allan Gilmour, Chairman.

(No. 12,476.)

Mr. *James Booth* to the Secretary to the Ballast Board, Dublin.

Marine Department, Board of Trade,
28 October 1863.

Sir,

Referring to previous correspondence on the subject of better marking the Daunt's Rock entrance to Cork Harbour, I am directed by the Lords of the Committee of Privy Council for Trade to transmit to you, for the consideration of the Port of Dublin Corporation, the enclosed copy of a memorial addressed to this Board by the Glasgow Shipowners' Association on the subject.

I am, &c.

The Secretary, Ballast Office, Dublin. (signed) *James Booth.*

(No. 12,476.)

Mr. *James Booth* to the Chairman of the Glasgow Shipowners' Association.

Marine Department, Board of Trade,
28 October 1863.

Sir,

I am directed by the Lords of the Committee of Privy Council for Trade to acknowledge the receipt of your letter of the 26th instant, enclosing a memorial from the Glasgow Shipowners' Association, praying that steps may be taken either for removing or better marking the Daunt Rock, near the entrance of Cork Harbour; and I am to inform you that a copy of the memorial has been forwarded for the consideration of the Port of Dublin Corporation.

I am, &c.

Allan Gilmour, Esq., (signed) *James Booth.*
Chairman of the Glasgow Shipowners' Association,
Glasgow.

(No. 12,937.)

The Secretary to the Liverpool Underwriters' Association to the Secretary, Marine Department, Board of Trade.

Daunt's Rock.

Underwriters' Rooms, Liverpool,
5 November 1863.

Sir,

I am directed by the Committee for managing the affairs of the Liverpool Underwriters' Association to state, that Mr. Maguire, M. P., Mayor of Cork, has brought under their notice the existence of a rock, named "Daunt's Rock," between Kinsale and Queenstown, in a position dangerous to navigation; and

the

the Committee would urge upon the Lords of the Committee of Privy Council for Trade to take such steps as they may think desirable to protect shipping frequenting Queenstown from the danger in question.

I remain, &c.
(signed) *Thomas Court,*
Secretary.

T. H. Farrer, Esq.,
Secretary, Marine Department, Board of Trade,
Whitehall.

(No. 12,937.)

The Secretary, Marine Department, Board of Trade, to the Secretary to the Liverpool Underwriters' Association.

Marine Department, Board of Trade,
Sir, 7 November 1863.

I AM directed by the Lords of the Committee of Privy Council for Trade to acknowledge the receipt of your letter of the 5th inst., on the subject of the Daunt Rock, near the entrance of Cork Harbour; and I am to acquaint you in reply, for the information of the Committee for managing the affairs of the Liverpool Underwriters' Association, that the Port of Dublin Corporation are now considering what steps can be taken for the better protection of shipping from this danger.

I am, &c.
(signed) *T. H. Farrer.*

The Secretary,
Liverpool Underwriters' Association,
Liverpool.

The Assistant Secretary to the Ballast Board, Dublin, to the Secretary, Marine Department, Board of Trade.

(No. 13,076.)

Sir, Ballast Office, Dublin, 7 November 1863.

HAVING duly submitted to the Port of Dublin Corporation your letters bearing date respectively the 22d, 27th, and 28th of October, with their relative enclosures, from the Chamber of Commerce, Glasgow, the Admiralty, and the Glasgow Shipowners' Association, on the subject of the better marking of the "Daunt Rock," Cork; and I am now to forward a report from the Committee to whom the matter was referred, and at the same time to draw attention to the report from the deputation who proceeded to Cork, and which accompanied the letter from this office, 15th ult.; and I am to request you will submit same to the Lords of the Committee of Privy Council for Trade.

The chart which accompanied your letter of the 27th inst. is herewith returned, as requested.

I am, &c.
(signed) *James M. O'Reilly,*
Assistant Secretary.

The Secretary,
Marine Department, Board of Trade.

(Enclosure.)

REPORT of a Special Committee on the Marking or Removing of the Daunt Rock.

THE Committee to whom the Board have referred the letter of the Lords of the Committee of Privy Council for Trade, and its enclosures (herewith returned), upon the subject of marking or removing the "Daunt Rock," have the honour to report that they have again very carefully and maturely weighed all the propositions which have been brought under their Lordships' consideration. Four different means have been proposed to effectuate the object, viz.:—

1. The placing of a Light Vessel.
2. Removing the Rock.
3. The placing of two Lights on Robert's Head.
4. Improving Roche's Point Light.

With reference to the first, namely, the placing of a lightship to the eastward, it appears to the Committee that, if the rock cannot be removed, that would be the most effectual way of warning vessels of the danger; the light would be to seaward of the rock, and in thick weather the position would be indicated by a fog gun. The observations of Captain Shadwick are almost exclusively confined to the course between the Old Head of Kinsale and Roche's Point, in which track the rock lies; but the advantage of a lightship would be more felt by vessels coming in, direct from seaward, and by the passing trade, than by those coasting from the Old Head of Kinsale to Roche's Point.

The second proposition is as to the removal of the rock, and it appears to your Committee that until a proper survey, by a competent engineer, accustomed to work of that nature, and aided by divers, be adopted, no sound opinion can be formed as to the practicability of removing it; but if it could be completed at the amount mentioned by the late Captain Washington, or even for a sum far exceeding that amount, there cannot be a doubt that that would be by far the most desirable and effectual means of getting rid of the difficulty.

The third proposition, as to placing two lights on Robert's Head, is recommended solely on the ground "of the strong local wishes which prevail upon the subject." The Committee apprehend the Lords of the Committee of Privy Council for Trade would not be disposed to erect expensive permanent buildings out of the Mercantile Marine Fund on such grounds, nor could the Committee recommend it.

Fourth. The improvement of Roche's Point Light. This subject was brought under the consideration of the Board by the Inspecting Committee of 1859, and they strongly recommended them to cause the light to be changed from catoptric to dioptric. Application was accordingly made, on the 22d October 1859, to the Board of Trade for that purpose, but their Lordships declined to accede to that recommendation, as stated in their letter of the 24th January, but suggested that "the present catoptric apparatus, having a double row of first-class reflectors, ought to be equal in power to many of the first-class coast lights in England; and my Lords think that the defect, if any, in its power, must be in its colour, which would equally apply to a dioptric light."

"I am to state that a new French ruby red glass is said to be superior to that in use; but if the Corporation are of opinion that the light cannot be seen a sufficient distance with its present colour, my Lords would suggest whether a distinctive character might not be given to it without colour, such as making it a revolving light of one minute interval, for which purpose three or four reflectors on a face might be sufficiently powerful. Should the Port of Dublin Corporation propose to alter the character of the light in this or in any other way, the proposal should come through the Trinity House."

The final authority for this change was not received until the 24th July 1861, but acting upon this suggestion of their Lordships, the Board took measures for carrying it out. Considerable delay has unavoidably arisen, from causes of which the Board are fully aware. The necessity of another keeper, and the building of a residence for him; the delay in arriving at an arrangement with the proprietor of the soil, for a right of passage through his demesne, and other causes, have all tended to delay the completion of the work; but it is now being expeditiously carried out, and will in the course of a very short time be completed.

The Board will be pleased to refer to the report of the deputation which proceeded to Cork, upon the subject of the better marking or removing of Daunt's Rock; and they will perceive that they did not contemplate any permanent measure being adopted until a careful survey could be made of that danger; and they still think that it would be the most safe and prudent course to adopt, and that the Board should obtain the sanction of the Lords of the Committee of Privy Council for Trade for the employment of a thoroughly competent engineer and divers to make a careful examination of the rock, and furnish estimates of the probable expense of removing it; and that in the meantime they suggest to the Board that the recommendations of the deputation as to placing a lightship be adopted, as a temporary measure, until the survey of the rock be made.

(signed) *P. Dombrain.*
Robert Cullwell.
Thos. Bewley.
J. B. Macnamara.
Francis Codd.
Henry Thompson.

Ballast Board, 4 November 1863.

The Secretary, Trinity House, to the Secretary, Marine Department, Board of Trade.

Trinity House, London, E.C.,
11 November 1863.

Sir,

I AM directed by the Elder Brethren to forward to you, for the information of the Lords of the Committee for Privy Council for Trade, the accompanying correspondence which has passed on the subject of a proposal of the Port of Dublin

Dublin Corporation for placing a light-vessel to mark the position of the Daunt Rock, near the entrance of Cork Harbour, from which their Lordships will observe that the statutory approval of this Corporation of the said proposal has been communicated to the Port of Dublin Corporation, accompanied by suggestions as to the character of the light, and the adoption of intermediate measures for marking the position of the danger, and as to the vessels on which the tolls for the maintenance of the light-vessel should be chargeable.

I have, &c.
(signed) *P. H. Berthon.*

The Secretary,
Marine Department, Board of Trade.

(Enclosures.)

Sir, Ballast Office, Dublin, 24 October 1863.

I am directed by the Port of Dublin Corporation to forward herewith copies of correspondence which has passed between the Lords of the Committee of Privy Council for Trade and this Board, on the subject of more effectually marking or removing the Daunt Rock, off Cork Harbour; and to state that immediately after the receipt of their Lordships' letter, and its enclosures, dated 25th September, requesting that the subject might be taken into early consideration, and their Lordships furnished with the Board's observations thereon, as soon as could be conveniently done, the papers were referred to a Committee, a deputation from which proceeded to Cork, and having made the necessary inquiries, reported the result to the Board, who forwarded the same to the Board of Trade, with a letter recommending that the views of the Committee should be carried out, and a lightship placed to mark the position of the Daunt Rock. I am now to request you will be so good as to submit the subject to the Elder Brethren of the Trinity House, in order, should they coincide in the views of the Corporation, that the necessary statutory sanction may be obtained.

I am, &c.
(signed) *James M. O'Reilly,*
Assistant Secretary.

P. H. Berthon, Esq.,
&c. &c. &c.

Trinity House, London, E.C.,
11 November 1863.

Sir,

Having brought under the consideration of the Elder Brethren your letter of 24th ult., with its several enclosures, submitting a proposal for placing a light-vessel to mark the position of the Daunt Rock, near the entrance of Cork Harbour, I am directed to acquaint you, for the information of the Port of Dublin Corporation, that the Elder Brethren concur in the said proposal, and consider that the light-vessel should be placed as soon as may be found practicable, and that the light to be exhibited therefrom, should be a red revolving light; they also consider that, pending the placing of a light-vessel, the position of the rock might be marked by the exhibition of a strip of white light, in the direction of it, from the lower part of the light-tower on Roche's Point.

I am to add that, having regard to the contiguity of the rock to Cork Harbour, the Elder Brethren are of opinion that the tolls for the maintenance of the light-vessel should only be chargeable on vessels trading to or otherwise using that harbour.

I am, &c.
(signed) *P. H. Berthon.*

W. Lees, Esq., Dublin.

(No. 13,131.)

The Secretary, Marine Department, Board of Trade, to the Secretary, Trinity House.

Marine Department, Board of Trade,
24 November 1863.

Sir,

I am directed by the Lords of the Committee of Privy Council for Trade to acknowledge the receipt of your letter of 11th instant, and its enclosures, on the subject of a proposal by the Port of Dublin Corporation for placing a light-vessel to mark the position of the Daunt Rock, near the entrance of Cork Harbour.

Before entering into a consideration of this question, my Lords direct me to

forward the enclosed papers* received by them, which, judging from the correspondence enclosed in your letter, the Elder Brethren would appear not to have seen; and as some of these papers contain opinions and suggestions adverse to those in the papers annexed to your letter, I am to request you to move the Elder Brethren to take them into consideration, and inform my Lords whether they still remain of the same opinion as to the proposal.

My Lords direct me, at the same time, to inquire what would be the annual burden, including interest and maintenance, and the yearly depreciation in value of the vessel, on the Trade of Cork, if a lightship were placed at the Daunt Rock, and if the expenses were, as proposed by the Elder Brethren, charged on that trade. It is requested that the papers, being in original, may be returned.

I am, &c.

The Secretary, Trinity House, E.C. (signed) *T. H. Farrer.*

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* Papers referred to.

Letter from the Assistant Secretary, Ballast Office, Dublin, to the Secretary, Marine Department, Board of Trade, dated 3 October 1863.—*See* page 13 (No. 11,545).
Letter from Mr. James Booth to the Secretary to the Chamber of Commerce and Manufactures, Glasgow, dated 22 October 1863.—*See* page 18 (No. 12,214).
Letter from Mr. James Booth to the Secretary of the Port of Dublin Corporation, dated 22 October 1863.—*See* page 18 (No. 12,214).
Letter from Secretary of the Admiralty to the Secretary of the Board of Trade, with Enclosures, dated 20 October 1863.—*See* page 19 to 25 (No. 12,309).
Letter from the Glasgow Shipowners' Association to the Secretary, Marine Department, Board of Trade, and Enclosure, dated 26 October 1863.—*See* page 25 (No. 12,476).
Letter from Mr. James Booth to the Chairman of the Glasgow Shipowners' Association, Glasgow, dated 28 October 1863.—*See* page 26 (No. 12,476).
Letter from Mr. James Booth to the Secretary to the Ballast Office, Dublin, dated 28 October 1863.—*See* page 26 (No. 12,476).
Letter from the Secretary to the Liverpool Underwriters' Association to the Secretary, Marine Department, Board of Trade, dated 7 November 1863.—*See* page 27 (No. 12,937).
Letter from the Secretary to the Marine Department, Board of Trade, to the Secretary to the Liverpool Underwriters' Association, dated 7 November 1863.—*See* page 27 (No. 12,937).
Letter from the Assistant Secretary to the Ballast Office, Dublin, to the Secretary, Marine Department, Board of Trade, and its Enclosure, dated 7 November 1863.—*See* page 27 (No. 13,076).

(No. 2754.)

The Secretary to the Ballast Board, Dublin, to the Secretary, Marine Department, Board of Trade.

Sir, Ballast Office, Dublin, 5 December 1863.

I am directed to inform you, that in compliance with the desire of the Lords of the Committee of Privy Council for Trade, dated 19th October (No. 12,024), this Board forwarded to the Trinity House a copy of the report therein referred to, on the subject of Daunt's Rock, and have received a communication from the Elder Brethren, dated 11th November 1863, expressing a general concurrence in the opinion of the Board. This document has doubtless been submitted to their Lordships, and this Board only await their instructions before taking further action in the matter.

I am, &c.

The Secretary, &c., &c. (signed) *W. Lees*, Secretary.
Marine Department, Board of Trade.

(No. 14,200.)

The Secretary, Marine Department, Board of Trade, to the Secretary to the Ballast Board, Dublin.

Marine Department, Board of Trade,

Sir, 9 December 1863.

I am directed by the Lords of the Committee of Privy Council for Trade to acknowledge the receipt of your letter of 5th inst., and, in reply, to acquaint you, for the information of the Port of Dublin Corporation, that the Trinity House informed this Board of the opinion at which they had arrived, respecting the marking of the Daunt Rock; but my Lords learned that the Elder Brethren had not seen all the correspondence which had taken place on the subject, and

being

being anxious that the whole case should be laid before the Trinity House, the Board of Trade caused the papers which the Elder Brethren had not seen to be sent to them, and now await their further opinion.

I am, &c.

The Secretary, (signed) *T. H. Farrer.*
Ballast Office, Dublin.

The Secretary, Trinity House, to the Secretary, Marine Department, Board of Trade.

Trinity House, London, E.C.,
Sir, 16 December 1863.

THE Elder Brethren having given careful consideration to the various papers and documents in further relation to the proposal for marking the position of the Daunt Rock, which were transmitted in your letter of the 24th ultimo, I am directed to acquaint you, for the information of the Lords of the Committee of Privy Council for Trade, that the additional matter now before them does not alter or qualify their opinion as to the advisability of the exhibition of a light to indicate the position of that dangerous rock, or as to the parties immediately interested therein being charged with the cost of the provision and maintenance of the light-vessel.

With regard to the character of the light to be shown from the proposed light-vessel, I am to state that the Elder Brethren observe, from the Report of the Committee of the Port of Dublin Corporation, dated 4th ultimo, which formed one of the additional papers transmitted in your letter of the 24th, that the alteration of the light at Roche's Point to a revolving red light, which received the approval of this Corporation and of their Lordships in August 1861, has not yet been carried into effect, and they therefore consider that, having regard to the necessity now admitted to exist for marking the Daunt Rock, and to the advantage of the light thereon being a red revolving light, that on Roche's Point should still remain unaltered, viz., a fixed red light to seaward.

In reply to their Lordships' inquiry as to what would be the annual burden on the Trade of Cork if a lightship were placed as proposed, I am to state that, including interest (at 4 per cent.) and maintenance, and the yearly depreciation in value of the vessel, the annual cost may be approximately estimated at 1,300 *l.*

All the papers* connected with this subject are returned herewith, as requested.

I have, &c.

The Secretary, (signed) *P. H. Berthon.*
Marine Department, Board of Trade.

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* PAPERS referred to.

Letter from the Secretary, Marine Department, Board of Trade, to the Secretary to the Port of Dublin Corporation, dated 25 September 1863.—*See* page 13 (No. 11,172).
Memorial of the Mayor, Aldermen, and Burgesses of the Borough of Cork.—*See* page 10 (No. 11,168).
Memorial of the Cork Harbour Commissioners.—*See* page 11 (No. 11,169).
Memorial of Shipowners, Merchants, and Traders of the Port of Cork.—*See* page 11 (No. 11,170).
Letter from Mr. Inman to the President of the Board of Trade, dated 18 September 1863.—*See* page 12 (No. 11,171).
Letter from Mr. M'Iver to Mr. Maguire, M.P., dated 18 September 1863.—*See* page 12 (No. 11,172).
Extract of a Letter from Captain Judkins, R. M. S. "Scotia," to Captain O'Bryen, dated 19 July 1863.—*See* page 6 (No. 1,915).
Extract of a Report of Survey relative to the Daunt Rock, dated 22 November 1863.—*See* Enclosure in No. 12,309, page 19.
Letter from the Secretary to the Ballast Board, Dublin, to the Secretary, Marine Department, Board of Trade, dated 15 October 1863, with Enclosure.—*See* page 15 (No. 12,024).
Letter from Mr. James Booth to the Secretary to the Port of Dublin Corporation, dated 19 October 1863.—*See* page 17 (No. 12,024).
Letter from the Secretary to Lloyds' to the Secretary, Marine Department, Board of Trade, dated 15 October 1863.—*See* page 15 (No. 12,017).
Letter from Mr. James Booth to the Secretary to the Port of Dublin Corporation, dated 7 October 1863.—*See* page 14 (No. 11,602).
Memorial of the Liverpool Shipowners' Association, enclosed in the above.—*See* page 14.

(No. 14,640.)

To the Secretary, Trinity House.

Marine Department, Board of Trade,
Sir, 31 December 1863.

I AM directed by the Lords of the Committee of Privy Council for Trade to acknowledge the receipt of your letter of the 16th instant, on the subject of the proposal for marking the position of the Daunt Rock by a lightship.

In reply, I am to acquaint you, for the information of the Elder Brethren, that whatever opinion the Board of Trade might have entertained concerning the necessity for a lightship to guide vessels clear of the Daunt Rock, they will interpose no obstacle to a proposal which has been made by the Port of Dublin Corporation, and has received the approval of the Trinity House, provided the condition on which that approval has been given, viz., that the expense be borne by the Trade of Cork, be observed. For this purpose it will be necessary to levy upon the vessels which enter Cork Harbour a toll sufficient to raise the annual sum of, say, 1,300 *l.*, which will be necessary to pay for the maintenance of the vessel, and interest on the original cost. The Board of Trade entirely concur with the Elder Brethren in thinking that it is not a case in which any part of the expense can properly be thrown on the Mercantile Marine Fund, so as to become a charge on the general shipping of the country.

It appears to my Lords that the first step will therefore be to ascertain the actual tonnage which will become liable to the toll, and the rate of toll which will have to be levied: and when these points are decided it will, my Lords conceive, be only right to represent the facts to the parties who are interested in the Trade of Cork, so as to ascertain what are their views before the expense is incurred and the toll is imposed.

The Board of Trade would therefore suggest that in communicating with the Corporation, the Trinity House should inform them to the above effect.

I am to add that the Board of Trade concur with the Elder Brethren, that the light at the Daunt Rock should, if placed, be "revolving red," and that the Roche's Point Light should remain a fixed red light to seaward.

I am, &c.
The Secretary, Trinity House, E. C. (signed) *James Booth.*

(No. 14,640.)

Sir *J. Emerson Tennent* to—

1. Secretary, Lloyds'.
2. *J. F. Maguire*, M.P.
3. *W. Inman*, Esq., Liverpool.
4. *C. M'Iver*, Esq., Liverpool.
5. Secretary, Liverpool Shipowners' Association.
6. Secretary, Chamber of Commerce, Glasgow.

Marine Department, Board of Trade,
Sir, 5 January 1864.

WITH reference to former correspondence upon the subject of the better marking of the Daunt Rock, near Cork, I am directed by the Lords of the Committee of Privy Council for Trade to state* that the Port of Dublin Corporation have proposed to place a lightship to guide vessels clear of the Daunt Rock, and that the Trinity House and the Board of Trade have approved of that proposal, subject to the condition that the whole cost be borne by the Trade of Cork, and occasion no charge to the Mercantile Marine Fund.

It will therefore be necessary to levy upon all vessels which enter or touch at Cork Harbour a toll sufficient to raise the annual sum of 1,300 *l.*, which will be required to pay for the maintenance of the vessel, and interest on the original cost.

The

* In (1), "for the information of the Committee of Lloyds'."
In (2), "for the information of the mayor, aldermen, and burgesses of Cork, of the Cork Harbour Commissioners, and of the shipowners, merchants, and traders of Cork, who, through you, made application on the subject to the Board of Trade."
In (5), "for the information of the Liverpool Shipowners' Association."
In (6), "for the information of the Chamber of Commerce of Glasgow."

The Board of Trade are already in communication with the Trinity House and with the Port of Dublin Corporation, with the view of ascertaining the amount of tonnage which will become liable to the toll, and the rate of toll which will have to be levied, in order to make up the required 1,300 *l.* a year. In the meantime, and before taking any final steps, there will be ample time to ascertain the views of those interested in the case upon the present proposal, and my Lords will be obliged (*see* margin) will, as soon as may be convenient, communicate to this Board any observations (they—you) may think it desirable to offer.

* In (1), "if the committee for Lloyd's."
In (2), "if the parties on whose behalf you have applied."
In (3), "if you."
In (4), "if you."
In (5), "if the Liverpool Shipowners' Association."
In (6), "if the Chamber of Commerce of Glasgow."

I am, &c.
(signed) *J. Emerson Tennent.*

(No. 14,640.)

Mr. *MacIver* to Sir *J. Emerson Tennent.*

British and North American Royal Mail Steam Packet Company, Liverpool,
6 January 1864.

Sir,

In the absence of my father, I have the honour to reply to your letter of yesterday.

All interested in vessels passing the South of Ireland, must thoroughly approve of the proposed lightship being placed on Daunt's Rock, as a likely means to prevent possible serious casualty.

It does not appear that vessels touching at Cork Harbour are any more called upon to contribute towards the expense than those that pass the harbour without calling.

So far as I know, the danger of Daunt's Rock in no way specially applies to those vessels going into Cork Harbour, but it is almost equally dangerous to all vessels making the land.

I am, however, forwarding your letter to my father, who is in Malta, with copy of this reply.

I am, &c.
(signed) *David Mac Iver.*

Sir J. Emerson Tennent, Bart.,
Secretary to the Board of Trade,
Whitehall, London.

(No. 14,640.)

Mr. *Inman* to Sir *J. Emerson Tennent.*

Liverpool, New York, and Philadelphia Steam Ship Company,
62 and 63 Tower Buildings, Liverpool,
15 January 1864.

Sir,

I have the honour to acknowledge your letter of the 5th instant, on the subject of the Daunt Rock, off Cork Harbour, and the suggestion to place a lightship at that spot.

In reply, I beg to state that having given the question the consideration due to its importance, and having also taken the opinion of the Commanders of this Company's steamers at present in port, it appears to me that it would be highly desirable to moor a lightship as proposed; and so far as this Company is concerned, they are perfectly willing to pay upon their vessels the proportion of toll necessary to carry out this arrangement, the whole cost of which I understand you to say will be 1,300 *l.* a year.

I have, &c.
(signed) *William Inman.*

To Sir James Emerson Tennent,
Secretary to the Board of Trade,
Whitehall, London.

(No. 14,640.)

The Secretary of Lloyd's to Sir *J. Emerson Tennent*.

Sir, Lloyd's, 21 January 1864.

I HAVE the honour to acknowledge the receipt of your letter of the 5th January, stating, by direction of the Lords of the Committee of Privy Council for Trade, with reference to former correspondence upon the subject of the better marking of the Daunt Rock, that the Port of Dublin Corporation have proposed to place a lightship to guide vessels clear of it; and that the Trinity House and the Board of Trade have approved of that proposal, provided the whole cost be borne by the trade of Cork, and occasion no charge to the Mercantile Marine Fund; also inquiring the opinion of the committee for managing the affairs of Lloyd's, with respect to the levying of a toll on all vessels entering or touching at Cork Harbour, to defray the expense of the lightship in question.

The committee instruct me to acquaint you that before replying to your letter they thought it necessary to communicate again with the agent for this establishment for Cork and Queenstown, to ascertain his opinion upon the above proposal, and I have now the honour to transmit to you a copy of his letter, in reply, for the information of their Lordships.

I have, &c.
(signed) *Geo. A. Halsted*,
Secretary.

Sir J. Emerson Tennent,
Secretary to the Board of Trade,
Whitehall, London.

(Enclosure.)

Sir, Queenstown, 13 January 1864.

I AM in receipt of your letter of the 9th instant, relative to placing a tax on all vessels touching at Cork Harbour to defray the expense of a lightship at Daunt's Rock.

The only opinion I have to offer, in addition to mine of the 7th October last, viz., "that it would be an unnecessary expense" (for the reasons already assigned) is, that such a tax as that proposed would be a great injury to this valuable port of call, by increasing expense to vessels.

I remain, &c.
(signed) *R. G. Seymour*,
Lloyd's Agent.

The Secretary, Lloyd's, London.

(No. 134.)

The Secretary to the Ballast Board, Dublin, to the Secretary, Marine Department, Board of Trade.

Belfast Office, Dublin,
Sir, 25 January 1864.

WITH reference to previous correspondence on subjects of placing a floating light to mark the "Daunt" Rock, off the entrance to Cork Harbour, but more particularly to their Lordships' letter of the 31st December last, addressed to the Elder Brethren of the Trinity House, who forwarded copy of same, together with copies of other documents to this Corporation, I am now directed to forward the enclosed copy* of a return which has been transmitted to the Cork Harbour Commissioners, showing the amount of Tonnage Duty necessary to be levied on vessels entering Cork Harbour, so as to realise a sum of 1,300 *l.* per annum, applicable to the placing and maintaining of the light vessel. I am to request you will be so good as to lay this document before their Lordships.

I am, &c.
(signed) *W. Lees*, Secretary.

The Secretary, Marine Department.

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* *See* Enclosure No. 2, p. 8.

(No. 75.)

Mr. *James Booth* to

1. Secretary, Lloyd's.
2. J. F. Maguire, Esq., M.P.
3. W. Inman, Esq., Liverpool.
4. C. Mac Iver, Esq., Liverpool.
5. Secretary, Liverpool Shipowners' Association.
6. Secretary, Chamber of Commerce, Glasgow.

Marine Department, Board of Trade,
1 February 1864.

Sir,

With reference to my communication of the 5th instant relative to the maintenance of a lightship at Daunt Rock, I am to state* that a communication has been received from the Port of Dublin Corporation, from which it appears that in order to raise the proposed annual sum of 1,300 *l.*, it will be necessary to levy a toll of 3-16ths of a penny per ton, on coasting vessels, and 9-16ths of a penny per ton on oversea vessels entering Cork Harbour, less the usual deduction of 60 per cent.

* In (1), "for the information of the Committee of Lloyd's."
(2), "for the information of the Mayor, Aldermen, and Burgesses of Cork, of the Cork Harbour Commissioners, and of the Shipowners, Merchants, and Traders of Cork, who through you made application to the Board of Trade."
(5), "for the information of the Liverpool Shipowners' Association."
(6), "for the information of the Chamber of Commerce, Glasgow."

I am, &c.
(signed) *James Booth.*

(No. 77.)

From Mr. *L. J. Shea.*

"The Rennies," *viâ* Kinsale,
25 January 1864.

Sir,

Before anything more definite be done about placing a "Lightship" upon Daunt's Rock, off Cork Harbour, will you be pleased to take a suggestion from me, and submit to the Board of Trade my proposed plan of having a lighthouse instead of a lightship, as the more obvious and feasible mode, and less expensive way of marking the admitted danger in the highway of shipping. "Robert's Head" or "The Rennies Head" offer excellent sites for a lighthouse, and are not more than ¾ of a mile from Daunt's Rock; and if a strong light could be thrown upon the "Buoy" (at present on the rock), by means of a special lens, all the desired objects could be attained; and a long line of dark and dangerous coast from Cork to Kinsale, at the same time be afforded light.

If such a plan be not considered practicable the rock might be pointed out in another way, viz., through the aid of a distinguishing light (say blue or green), exhibited by the lighthouse at low water during spring tides, which is the time that the rock becomes dangerous to passing ships.

I am the proprietor of both headlands, and am consequently interested in calling attention to them, and I have written to the most influential persons on the subject, and have received letters of approval of my suggestion.

If the determination of the Board has not been final as to the lightship, please lay this letter before them and oblige,

Yours, &c.
(signed) *Luke Joseph Shea*, J.P.

(No. 77.)

Mr. *James Booth* to Mr. *L. J. Shea.*

Marine Department, Board of Trade,
28 January 1864.

Sir,

I am directed by the Lords of the Committee of Privy Council for Trade, to acknowledge the receipt of your letter of the 25th January instant, and in reply to inform you, that the question of the proper marking of Daunt Rock is still under consideration.

I am, &c.
(signed) *James Booth.*

L. J. Shea, Esq., J.P.

(No. 81.)

The Secretary to the Cork Steam Ship Company to the President of the Board of Trade.

Cork Steam Ship Company, Cork,
26 January 1864.

Sir,

I TAKE the liberty to hand you herewith the memorial of this Company against placing the proposed lightship upon Daunt's Rock, and beg that you will have the goodness to lay same before your Honourable Board.

I have, &c.
(signed *Geo. Cottar Beale*,
Secretary.

To the Right Hon. the President of the Board of Trade, London.

Enclosure.

To the Right Honourable the President of the Board of Trade.

The Memorial of the Cork Steam Ship Company of Cork and the Undersigned Masters,

Respectfully showeth,

THAT your Memorialists do not think it needful that a lightship, as is now contemplated should be placed on Daunt's Rock.

That a special light placed in Roche's Tower, would answer the purposes of the proposed lightship, and could be maintained at a nominal cost.

That your Memorialists have several steam-ships trading weekly to and from the Port of Cork, showing on an average a register tonnage of over 8,000 tons per week.

That it is the opinion of a number of experienced commanders, who have for years been trading to and from the port, that the proposed light in Roche's Tower would be more desirable than a lightship, such as is contemplated for Daunt's Rock.

Your Memorialists, therefore, pray that your Honourable Board will take the foregoing into consideration, and devise such means as will obviate the necessity of placing the lightship as herein before stated.

And your Memorialists will ever pray.

(signed) *Ebenezer Pike*, Chairman.
George Cottar Beale, Secretary.
And 14 others.

(No. 83).

MEMORIAL of the Clyde Shipping Company of Glasgow.

To the Right Honourable the President of the Board of Trade.

The Memorial of the Clyde Shipping Company of Glasgow and the Undersigned Masters,

Respectfully showeth,

THAT your Memorialists do not think it desirable that a lightship, as is now contemplated, should be placed on Daunt's Rock.

That a special light, placed in Roche's Tower, would answer the purposes of the proposed lightship, and could be maintained at a nominal cost.

That your Memorialists have several steam-ships trading weekly to and from the Port of Cork, showing on an average a register tonnage of about 500 tons per week.

That it is the opinion of a number of experienced commanders, who have for years been trading from the port, that the proposed light in Roche's Tower would be more desirable than a lightship such as contemplated for Daunt's Rock.

Your Memorialists, therefore, pray that your Honourable Board will take the foregoing into consideration, and devise such means as will obviate the necessity of placing the lightship as herein before stated.

(signed) *Thos. Whyte*, Clyde Shipping Company.
J. Crawford, Master, Steam Ship "Pladda."
John M'Donald, S. S. Tuskar.

(Nos. 81 and 83.)

Mr. *James Booth* to the Secretary to the Ballast Board, Dublin.

Marine Department, Board of Trade,
Sir, 1 February 1864.

I AM directed by the Lords of the Committee of Privy Council for Trade, to transmit to you, for the information of the Port of Dublin Corporation, copy of a memorial from the Cork Steam Ship Company, and of a letter from the Clyde Shipping Company, relative to the marking of Daunt Rock. 2 Enclosures.

I am, &c.
Secretary, Ballast Board. (signed) *James Booth.*

Mr. *L. J. Shea*, to the Secretary Board of Trade.

91, The Rennies, *viâ* Kinsale,
Sir, 29 January 1864.

SINCE I had the honour of laying before you my proposition and plan of meeting the danger of "Daunt's Rock," off Cork Harbour, there has been a meeting of the Cork Harbour Board, and a resolution was come to thereat, "That the proposal of the Dublin Ballast Board, requiring an annual sum of 1,300*l.* be rejected for the proposed lightship." I am therefore at full liberty to call your attention more directly, to my proposal and plan of meeting the difficulty in point of expense and utility for commercial, imperial, coasting, and fishing interest, by means of the more safe and feasible mode of a lighthouse, on either of the headlands adjacent to the rock in question. As to a lightship the wear and tear would be enormous, not to say anything of the difficulty of keeping a vessel at anchor in such a place, where even the small buoy cannot stand, as it is frequently washed away from its moorings, which are of the strongest kind. It would be a bold man indeed, that could be got to take charge. It is in contemplation to memorial the Board of Trade to pay the 1,300*l.* a year, and I beg to call attention to my plan as the best mode of avoiding expense, and affording general convenience, and I will add safety. The Coast Guard officers and men, and Captain Seymour, agent to the Inman line of American Packets, approve of it as the best in every respect.

I remain, &c.
To the Secretary, Board of Trade, London. (signed) *L. J. Shea.*

(No. 14,640/63.)

The Secretary Marine Department, Board of Trade, to the Secretary, Trinity House.

Marine Department, Board of Trade,
Sir, 17 March 1864.

I AM directed by the Lords of the Committee of Privy Council for Trade, with reference to your communication of the 16th December last, and their reply of the 31st December last, respecting the light at Roche's Point, to request that you will move the Elder Brethren of the Trinity to consider, whether, if the proposed lightship at the Daunt Rock is rejected, or postponed, as suggested in the enclosure to my letter of the 3d instant, the Port of Dublin Corporation should not be asked to proceed at once with the improvement of the light at Roche's Point, and whether that improvement should be of the nature originally proposed and sanctioned.

I am, &c.
The Secretary, Trinity House. (signed *T. H. Farrer.*

(No. 102.)

The Secretary to the British Steam Navigation Company, to the Secretary Marine Department, Board of Trade.

Bristol General Steam Navigation Company,
32, Prince-street, Bristol.

Sir, 4 February 1864.

Herewith I beg to hand you a memorial from this Company to your President, in relation to the proposal for fixing the "lightship" near "Daunt's Rock" on the Irish coast, and I shall feel obliged by your placing it before him.

It is felt that the cost of a lightship will be an unnecessary expenditure, and that an arrangement of a special light in Roche's Tower, would better accomplish the object desired, and at much less cost. Commending the subject to your kind attention and consideration,

I remain, &c.
(signed) *H. W. Hartnell*,
Secretary.

To the Secretary of the Marine Department,
Board of Trade, London.

(Enclosure.)

Memorial of the Bristol General Steam Navigation Company.

To the Right Honourable the President of the Board of Trade.

The Memorial of the Bristol General Steam Navigation Company of Bristol, and the undersigned Masters,

Respectfully showeth,

That your memorialists do not think it desirable that a lightship, as is now contemplated, should be placed on Daunt's Rock.

That a special light, placed in Roche's Tower, would answer the purposes of the proposed lightship, and could be maintained at a nominal cost.

That your memorialists have a steam-ship trading weekly to and from the Port of Cork, of 590 tons register.

That it is the opinion of a number of experienced commanders, who have for years been trading to and from the port, that the proposed light in Roche's Tower would be more desirable than a lightship, such as is contemplated for Daunt's Rock.

Your memorialists therefore pray, that your Honourable Board will take the foregoing into consideration, and devise such means as will obviate the necessity of placing the lightship as hereinbefore stated.

Thomas Fyson, Chairman.

W. Cuterbridge, Master "Juverna."
William Davis, Master "Briton."
Leo. G. Star, Master "Beatrice" Steam-ship.
James Poole, R.N.R., Master "S. Apollo."

(No. 103.)

The Secretary of *Lloyd's* to Mr. *James Booth*.

Sir, Lloyd's, E. C., 6th February 1864.

I have the honour to acknowledge the receipt of your letter of the 1st February, stating, by direction of the Lords of the Committee of Privy Council for Trade, with reference to your communication of the 5th January, that a communication has been received from the Port of Dublin Corporation, from which it appears, that in order to raise the proposed annual sum of 1,300 *l.* for the maintenance of a lightship at Daunt Rock, it will be necessary to levy a toll of 3-16ths of a penny per ton on coasting vessels, and 9-16ths of a penny per ton on oversea vessels entering Cork Harbour, less the usual deduction of 60 per cent.

Your

Your letter having been laid before the Committee for managing the affairs of Lloyd's, I am instructed to request that you will be good enough to express their thanks to their Lordships for the notification of this fact.

I have, &c.
(signed) *Geo. A. Halsted*,
Secretary.

James Booth, Esq.,
&c. &c. &c.
Board of Trade.

(No. 120.)

The Secretary to the Chamber of Commerce and Manufactures, Glasgow, to the Secretary, Board of Trade.

Chamber of Commerce and Manufactures,
Glasgow, 10 February 1864.

Sir,

YOUR letters of 5th January and 1st February last, on the subject of the better marking of the Daunt Rock, near Cork, have now been considered by the Directors of this Chamber; and I am now to inform you, for the information of the Lords of the Committee of Privy Council for Trade, that while the Directors conceive that the object in view would have been accomplished by making the light on Roche's Point a first-class light, as suggested in the memorial from this Chamber, they defer to the opinions of shipmasters and others who have pronounced in favour of a lightship as, under all the circumstances, perhaps the best mode, short of removing the rock, of averting the danger in question. The Directors are of opinion that if a lightship be finally resolved upon, the cost should be defrayed by a toll on all vessels entering Cork Harbour.

I am, &c.
(signed) *J. S. Fleming*,
Secretary.

To the Secretary of the Board of Trade,
Whitehall, London.

(No. 154.)

The Secretary to the Ballast Board, Dublin, to the Secretary, Marine Department, Board of Trade.

Ballast Office, Dublin, 22 February 1864.

Sir,

WITH reference to the correspondence which has taken place on the subject of the better marking of the "Daunt Rock" off the entrance to Cork Harbour, and their Lordships' sanction to the placing of a light-vessel to denote that danger, provided its estimated cost and maintenance, &c. of 1,300 *l.* a year be defrayed by a toll levied annually on shipping entering or calling off Cork Harbour, and not chargeable on the Mercantile Marine Fund:

I am to inform you this Corporation forwarded to the Cork Harbour Commissioners a copy of the Return transmitted to the Board of Trade on the 25th ultimo, showing the amount of toll which it would be necessary to charge for the support, &c. of the light-vessel in question; and they have received in reply a letter, with copy of a resolution unanimously adopted by the Cork Harbour Board, expressing an opinion that the expense of maintaining the above light-vessel should be charged to the Mercantile Marine Fund, and not on vessels entering or calling off Cork Harbour: copy of which letter and resolution I am directed to forward herewith, and to beg you will bring the same under the notice of the Lords of the Committee of Privy Council for Trade.

Enclosure.

I am, &c.
(signed) *W. Lees*,
Secretary.

The Secretary, Marine Department,
Board of Trade.

(Enclosure.)

Harbour Commissioners' Office, Cork,
Sir, 12 February 1864.

Your letter of the 23d ultimo and its enclosures were received in due course, all of which I submitted to the "Daunt's" Rock Committee, and I now beg to send you annexed copy of their resolution, or rather recommendation, and to inform you that it was unanimously adopted by this Board.

I am, &c.
Wm. Lees, Esq., (signed) *James F. Sugrue*, Secretary.
Ballast Office, Dublin.

Resolution.

"The 'Daunt's' Rock Committee unanimously recommend the Harbour Commissioners to decline the proposal of the Board of Trade to place a Lightship at the Daunt's Rock on condition that the sum of 1,300 *l.* be levied annually off the shipping entering or calling off Cork Harbour, to defray the expense of maintenance, &c., as they are of opinion that the charge ought to fall on the Mercantile Marine Fund."

(No. 154.)

Mr. *James Booth* to the Secretary, Trinity House.

Marine Department, Board of Trade,
Sir, 3 March 1864.

I am directed by the Lords of the Committee of Privy Council for Trade, with reference to former correspondence on the subject of marking the Daunt Rock, to transmit, for the information of the Elder Brethren of the Trinity House, the enclosed copy of a letter which the Board of Trade have sent to the Port of Dublin Corporation, and of its enclosure.

I am, &c.
Secretary, Trinity House. (signed) *James Booth.*

(Enclosure.)

Mr. *James Booth* to the Secretary to the Port of Dublin Corporation.

Marine Department, Board of Trade,
Sir, 3 March 1864.

I am directed by the Lords of the Committee of Privy Council for Trade to acknowledge the receipt of your letter of the 22d instant, transmitting copy of a resolution adopted by the Board of the Cork Harbour Commissioners, relative to the proposal for levying a toll upon the trade of Cork in order to place and maintain a Lightship at the Daunt Rock.

My Lords adhere to the opinion which, in common with the Trinity House, they have already expressed, to the effect that the expense of the proposed Lightship cannot be thrown on the general passing trade. The proposal to throw the expense upon the trade of Cork, which alone will derive benefit from the light, has been met by objections from a large part of that trade, which appears to show that they do not think the advantage of the Lightship to be worth the cost.

Under these circumstances the Board of Trade are of opinion that it would not be right, without further consideration, to incur the expense of this Lightship.

Bearing in mind, however, that Daunt Rock becomes an inconvenience or danger principally when Roche Point Light is invisible from fog, it seems to deserve consideration whether the best remedy may not be found in improving the light on Roche Point, and in placing some signal close upon the Rock, which would convey warning by sound. In some respects this might be better than a Lightship, since the Lightship must, in order to have sea-room, be moored far outside the rock, and vessels might pass her without seeing the light or hearing a fog-signal on board her.

It seems therefore to deserve consideration whether a good bell-boat, similar to the one at Liverpool, might not be an effectual and inexpensive means of providing a warning in foggy weather.

If the Port of Dublin Corporation agree in this proposal, my Lords would suggest that they should again communicate with the Trinity House.

An abstract of the opinions on the subject of the proposal to charge the cost of a Lightship on the Trade of Cork is enclosed.

I am, &c.
Secretary, (signed) *James Booth.*
Port of Dublin Corporation.

ABSTRACT of Answers to the Inquiry of the Board of Trade of 1st February last, as to whether the various parties interested in the Shipping Trade of Cork were willing to submit to a Toll for the maintenance of a Lightship at Daunt Rock.

1. Lloyd's.	Their Agent at Cork objects to light and toll; considers light unnecessary.
2. J. F. Maguire, Esq., M.P., for Mayor of Cork and Cork Harbour Commissioners.	Consider payment should be made out of the Mercantile Marine Fund.
3. Mr. Inman, Liverpool, New York, and Philadelphia Steamship Company	Approve light; are willing to pay toll.
4. Mr. McIver, British and North American Royal Mail Steam Packet Company.	Object to toll, and will send further answer.
5. Liverpool Shipowners' Association.	No answer.
6. Chamber of Commerce, Glasgow.	Defer to opinion expressed by masters and others in favour of light and toll.

Other Communications.

Cork Steam Ship Company.	Against light.
Bristol General Steam Navigation Company.	ditto.
Clyde Shipping Company.	ditto.

Board of Trade.

(No. 238.)

The Secretary Trinity House, to the Secretary Marine Department, Board of Trade.

Trinity House, London, E.C.,
Sir, 6 April 1864.

HAVING brought under the consideration of the Elder Brethren your letter of 17th ultimo (L,14,640/63), inquiring whether, in their opinion, if the proposed Lightship at the Daunt Rock is rejected or postponed, the Port of Dublin Corporation should not be asked to proceed at once with the improvement of the Light at Roche's Point, and whether that improvement should be of the nature originally proposed and sanctioned: I am directed to acquaint you, for the information of the Lords of the Committee of Privy Council for Trade, that the Elder Brethren consider that if the Lightship be rejected, the Light at Roche's Point should at once be altered to a Red Revolving Light, as originally sanctioned, but that if the Lightship be merely postponed, it would be advisable to delay the alteration until the question is finally settled. In either case, however, the Elder Brethren consider that a strip of White Light to be shown from the lower part of the Tower on Roche's Point, in the direction of the Daunt Rock, as suggested in their letter to the Port of Dublin Corporation of 11th November last, copy of which accompanied my letter to you of that date, should be at once carried into effect.

I have, &c.
The Secretary, Marine Department, Board of Trade. (signed) *P. H. Berthon.*

(No. 238.)

Mr. *James Booth* to the Secretary, Trinity House.

Marine Department, Board of Trade,
Sir, 13 April 1864.

I AM directed by the Lords of the Committee of Privy Council for Trade to acknowledge the receipt of your letter of the 6th instant, and in reply to acquaint you, for the information of the Elder Brethren, that the Board of Trade concur with them as to the desirableness of showing a strip of "White Light," in the direction of Daunt Rock, from the lower part of Roche's Point Tower, and have signified their concurrence of the same to the Port of Dublin

Corporation; and I am to request that the Elder Brethren will give the necessary directions, under the 409th section of the "Merchant Shipping Act, 1854," to the Port of Dublin Corporation to execute the said work.

I am, &c.
Secretary, Trinity House. (signed) *James Booth.*

(No. 238.)

Mr. *James Booth* to the Secretary to the Port of Dublin Corporation.

Marine Department, Board of Trade,
Sir, 13 April 1864.

I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you, for the information of the Port of Dublin Corporation, the enclosed copy of a communication which they have received from the Elder Brethren of the Trinity House, recommending that a strip of "White Light" be shown from Roche's Point Tower, in the direction of Daunt Rock, and to state that the Board of Trade have conveyed to the Elder Brethren their concurrence in the desirableness of the proposed work being effected as soon as possible.

I am, &c.
To the Secretary to the Port of Dublin Corporation. (signed) *James Booth.*

(No. 242.)

The Secretary to the Ballast Board, Dublin, to the Secretary Marine Department, Board of Trade.

Sir, Ballast Office, Dublin, 7 April 1864.

I AM to acknowledge receipt of your letter of the 3d ultimo, on subject of marking the "Daunt Rock," off Cork Harbour, and in reply to state, that immediately on its receipt the Board referred the matter to the Inspector of Lights, who put himself at once in communication with the Mersey Docks and Harbour Board at Liverpool, in order to obtain plans for a bell-buoy, and who stated they were engaged in a similar object for the Trinity House. Those plans were only received on the 4th instant, and Captain Roberts is now on service round the Coast, but immediately on his return the Board will fully report to their Lordships on this important subject.

I am, &c.
The Secretary Marine Department, Board of Trade. (signed) *W. Lees,* Secretary.

(No. 246.)

MEMORIAL of the Cork Harbour Commissioners.

To the Lords of the Committee of the Privy Council for Trade.

THE Memorial of the Cork Harbour Commissioners,

Showeth,

THAT so far back as the month of June 1862, and on other occasions since, we laid before the Port of Dublin Corporation (as the proper authority) our urgent opinion that the Daunt Rock should be either removed or better marked.

That in our memorial to your Lordships of the 9th of September last, asking that it should be either removed or lighted, we explained to your Lordships, that the Daunt Rock is beyond the limits of our conservancy and jurisdiction.

Your

Your Lordships can (by the published Admiralty Chart of Cork Harbour as corrected down to 1860) see that it is not within the Port or Harbour of Cork, and you are of course officially aware, that it has never been considered as within our conservancy, but on the contrary has been, and is at this moment, buoyed by the General Lighthouse Authority, at the expense of the general shipping of the country.

Whatever measure may be now taken in consequence of the lamentable wreck of the "City of New York," we respectfully say that it ought not to be taken, and that it will not be accepted by us, at the expense of the Port of Cork. Not an hour was lost in making this known in reply to the Port of Dublin Corporation, by whom (no doubt) it was forthwith communicated to your Lordships. The want is national, not merely local, and far more for the Government of the country and the shipping of the United Kingdom than for the trade of Cork, and it is for the expense not of our small community, but of the public at large.

This subject has naturally, within the last week, engaged a great deal of our attention. We are of opinion that the rock may be removed without a very serious expense, and we think that, in preference to its being lighted, it ought to be removed altogether.

For the manner in which our own duties are performed, within our own conservancy, we beg to refer to an extract * (appended) from a report, dated the 30th of January 1864, made (by one of their Committees) to the Port of Dublin Corporation, under the 25th & 26th Vict. c. 63 :—

> We respectfully request that Daunt Rock may be forthwith removed, and until removed, lighted at the expense of the public funds of the United Kingdom, or (so as to become a charge on the general shipping of the country) of the Mercantile Marine Fund, and not by a local charge on the shipping and trade of Cork.

Signed and sealed at a meeting of the Cork Harbour Commissioners, at the Ballast Office, Cork, the 6th day of April 1864,

By order,
Alexander Bremner, Chairman.
James F. Sugrue, Secretary.

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* Extract referred to in the foregoing Memorial.

"The Committee cannot conclude their Report without bearing their testimony to the great pains taken, and the care bestowed, by the Cork Harbour Commissioners, by giving every facility in their power to the commerce of the place."

(No. 246.)

Mr. *James Booth* to the Secretary to the Cork Harbour Commissioners.

Marine Department, Board of Trade,
Sir, 19 April 1864.

I am directed by the Lords of the Committee of Privy Council for Trade to acknowledge the receipt of your communication of the 6th instant, and in reply to acquaint you, for the information of the Cork Harbour Commissioners, that the subject of marking Daunt's Rock is still under consideration.

I am, &c.
Secretary Cork Harbour Commissioners. (signed) *James Booth.*

DAUNT'S ROCK.

COPIES of all CORRESPONDENCE between the Cork Harbour Commissioners and the Irish Ballast Board, from June 1862 to the present time, in reference to the Removal or Lighting of DAUNT'S ROCK; of all CORRESPONDENCE on the same subject between the Cork Harbour Commissioners and the Board of Trade, and between the Ballast Board, the Trinity Board, and the Board of Trade; and of all CORRESPONDENCE between Public Bodies and Private Firms on the same subject.

(*Mr. Maguire.*)

Ordered, by The House of Commons, *to be Printed,*
27 *April* 1864.

Under 8 *oz.*

DUBLIN PORT.

RETURN to an Order of the Honourable The House of Commons, dated 14 March 1864;—*for*,

RETURN "of the TOTAL RECEIPTS of the DUBLIN BALLAST CORPORATION for TONNAGE and QUAY WALL DUES levied on all VESSELS entering the PORT of DUBLIN in the Year ending the 31st day of December 1863, and stating separately the Amount of such Dues received from—1. Steam Vessels; 2. Vessels laden with Coals; 3. Vessels laden with Timber; 4. Vessels laden with Corn and other Descriptions of Cargo (in continuation of Parliamentary Paper, No. 370, of Session 1863):"

And "ACCOUNT of RECEIPTS and DISBURSEMENTS by the CORPORATION for PRESERVING and IMPROVING the PORT of DUBLIN, from the 31st day of December 1862, to the 31st day of December 1863, and of MONIES BORROWED, stating the Annual Amount of Interest payable thereon, and Surplus Receipts above Disbursements, &c. (in continuation of Parliamentary Paper, No. 253, of Session 1863)."

RETURN of the CORPORATION for Preserving and Improving the PORT of DUBLIN.

	Tonnage Dues.			Quay Wall Dues.		
	£.	*s.*	*d.*	£.	*s.*	*d.*
1. Steam Vessels	15,181	9	7	2,530	4	11
2. Vessels laden with Coals	7,653	15	9	1,275	12	7
3. Vessels laden with Timber	1,438	–	7	1,531	15	4
4. Vessels laden with Corn and other descriptions of Cargo	5,198	4	3	1,062	8	11
£.	29,471	10	2	6,400	1	9

Ballast Office, Dublin,
8 April 1864.

J. Hanks.

ACCOUNT of the RECEIPTS and DISBURSEMENTS by the CORPORATION for PRESERVING and IMPROVING the PORT of DUBLIN, from the 31st day of December 1862, to the 31st day of December 1863, and of MONIES borrowed, stating the Amount of INTEREST payable thereon, and SURPLUS RECEIPTS above DISBURSEMENTS, &c.

RECEIPTS.	—	—
	£. s. d.	£. s. d.
Balance, 31st December 1862		28,439 5 1
Tonnage Duty	31,417 7 6	
Casual Receipts	431 2 2	
Reserve Fund	1,276 – –	
New Graving Dock	370 6 2	
Mercantile Marine Fund	322 3 8	
Ballast	12,022 16 –	
Quay Walls	6,537 15 5	
Docks at Custom House	137 2 5	
Midland Great Western Railway, Sale of Lots	662 3 1	
Pilotage	4,933 5 9	
Pilot Boats' Earnings	913 8 9	
Balbriggan Harbour	457 7 8	
Graving Slip	83 19 3	
Rents receivable, Lands at Bullock, &c.	712 9 10	
		60,277 7 8
	£.	88,716 12 9

DISBURSEMENTS.			—	—
			£. s. d.	£. s. d.
Ballast Office House			618 1 9	
Ballast Office Loan Debenture, Interest			3,178 19 1	
Harbour			21,841 5 4	
Basin at North Wall			5,052 11 10	
	£.	s. d.		
Incidents	284	19 11		
Interest paid to the Bank	654	4 7		
			939 4 6	
Life Boats			88 10 5	
Pensions and Charities			323 18 6	
Premiums and Rewards			20 – –	
Printing and Stationery			225 1 3	
Superannuations			530 16 5	
Salaries			2,579 1 1	
New Graving Dock			827 12 –	
Ballast			8,799 15 10	
Ballast Yard, House, and Concerns, City Quay			147 9 11	
Docks at Custom House			922 7 –	
Great North Wall			21 4 7	
North Quay Wall, Sheds, Cranes			941 4 4	
South Quay Walls			507 15 8	
Wharves			1,041 4 9	
Pilotage			5,007 12 6	
Pilot Service Boats, &c.			670 1 6	
Balbriggan Harbour			457 7 8	
Graving Slip			269 1 –	
Rents payable, Houses and Lands at Bullock, &c.			505 17 9	
				55,516 4 8
Balance, 31st December 1863			–	33,200 8 1
			£.	88,716 12 9

Ballast Office, Dublin, 8 April 1864.

W. Lees, Secretary.

J. Hanks.

ACCOUNT of MONIES Borrowed, stating the Annual Amount of INTEREST payable thereon, and SURPLUS RECEIPTS above DISBURSEMENTS.

	£. s. d.	£. s. d.
Monies borrowed by debentures, under the authority of the Act 26 Geo. 3, c. 35, or of any other Act:		
Late Irish Currency, £.100 each, British Currency	87,876 18 6	
British Currency, £.100 each, British Currency	20,000 – –	
Act 51 Geo. 3, c. 66, s. 12, and with sanction of his Excellency the Lord Lieutenant of Ireland	30,000 – –	
		137,876 18 6
Rates of Interest at which the same was borrowed:		
£.87,876. 18. 6. at 6 per cent., now 4 per cent.		
£.20,000. at 4 per cent.		
£.30,000. at 4 per cent.		
What part of the same has been paid off:		
To 31 December 1859	22,323 1 7	
To 31 December 1860	3,000 – –	
To 31 December 1861	676 18 5	
To 31 December 1862	830 15 6	
To 31 December 1863	—	
		26,830 15 6
Subsisting Debt, 31st December 1863	£.	111,046 3 –
Annual Amount of Interest payable on subsisting Debt:		
On £.81,046. 3. 0.		3,241 16 11
On £.30,000		1,200 – –
Statement of Surplus Receipts above Disbursements:		
Receipts, 1859		53,594 18 3
„ 1860		53,743 7 10
„ 1861		59,600 15 7
„ 1862		64,992 15 9
„ 1863		60,277 7 8
Disbursements, 1859		49,579 18 8
„ 1860		50,486 5 1
„ 1861		59,354 3 7
„ 1862		55,794 19 1
„ 1863		55,516 4 8

J. Hanks.

Ballast Office, Dublin, 8 April 1864.

W. Lees, Secretary.

DUBLIN PORT.

RETURN of the Total Receipts of the Dublin Ballast Corporation for Tonnage and Quay Wall Dues in the Year ending 31 December 1863; and, Account of Receipts and Disbursements by the Corporation for Preserving and Improving the Port of Dublin, from 31 December 1862 to 31 December 1863, and of Monies Borrowed, stating the Annual Amount of Interest payable thereon, and Surplus Receipts above Disbursements; &c.

(*Mr. Joseph Ewart.*)

Ordered, by The House of Commons, *to be Printed.*
19 *April* 1864.

214.

Under 1 *oz.*

RETURN to an Order of the Honourable The House of Commons, dated 3 March 1864;—*for*,

COPIES "of the REPORT of the Trinity Board Corporation on all Experiments made with a view of Testing the different Plans for FOG SIGNALS, in connexion with the Dangerous Navigation of the *Gulf of St. Lawrence* and elsewhere, and of any such CORRESPONDENCE between the Authorities of that Corporation and the Board of Trade:"

"Of the Number of VESSELS WRECKED, distinguishing Steam Ships and Sailing Vessels, upon and near the Coast of *Newfoundland*, during the Years 1861, 1862, and 1863:"

"And, of any COMMUNICATION from Captain *Orlebar* to the Trinity Board or Board of Trade, respecting the existence of a SUNKEN ROCK in the immediate vicinity of *Cape Race*; and of any PAPERS in connexion with its Discovery."

Board of Trade, Whitehall, 11 March 1864.

T. H. FARRER.

The Secretary, Trinity House, to the Secretary, Marine Department, Board of Trade.

Trinity House, London, E. C., 25 November 1863.

Sir,

REFERRING to former correspondence on the subject of Daboll's fog signal trumpet, I am directed to acquaint you, for the information of the Lords of the Committee of Privy Council for Trade, that the trial of the apparatus (which had been previously examined by Captain Sulivan at this house) at the Point of Dungeness on the 17th instant, having established, to the entire satisfaction of the committee who conducted the experiment, the superiority of its effect as a far-reaching sound over both the Bell, and Holmes Steam Horn, which were tried against it, the Elder Brethren have determined upon purchasing it from Mr. Daboll for the sum of 500 *l.*, which he has fixed as its price, and which includes the expense and loss of time incurred by him in bringing it over from America for exhibition in this country. I am therefore to request that their Lordships will be pleased to sanction the expenditure of that sum for the purchase of the apparatus.

I have, &c.

The Secretary, Marine Department, Board of Trade.

(signed) *P. H. Berthon.*

The Secretary, Marine Department, Board of Trade, to the Secretary, Trinity House.

Board of Trade, Whitehall, 30 November 1863.

Sir,

I AM directed by the Lords of the Committee of Privy Council for Trade to acknowledge the receipt of your letter of the 25th instant, stating that the result of the trial of Daboll's fog-signal as against the Bell, and Holmes Steam-

 trumpet

trumpet at Dungeness has resulted in proving its superiority, and proposing to purchase the apparatus for 500 *l.*

In reply, I am to acquaint you, for the information of the Elder Brethren, that my Lords approve of the purchase of the apparatus in question at the sum named: this payment to include all Mr. Daboll's expenses in connection with the experiments, as recommended by the Elder Brethren.

I am to suggest, for the consideration of the Elder Brethren, whether it would not be desirable that an early opportunity should be taken for trying Daboll's trumpet against a gun.

I am, &c.
(signed) *T. H. Farrer.*

The Secretary, Trinity House, E. C.

The Secretary, Trinity House, to the Secretary, Marine Department, Board of Trade.

Trinity House, London, E. C.,
Sir, 3 December 1863.

Referring to your letter of the 30th ultimo, conveying the sanction of the Lords of the Committee of Privy Council for Trade to the purchase of Mr. Daboll's fog-signal apparatus for the sum of 500 *l.*, I am directed to state, for their Lordships' information, that the expenses included in that sum, and referred to in my letter of the 25th ultimo, were only those incurred by Mr. Daboll in transporting his apparatus from America, and putting it up at this house for the inspection of the Elder Brethren and their Lordships.

Their Lordships having suggested that practical experiments should be made with this apparatus, such further charges as were necessary for conveying and fixing it at Dungeness have been incurred, which are distinct from the cost of purchase. I am to add that the Elder Brethren fully intended, in their recent trial of Daboll's trumpet, to have tested its power comparatively with that of a gun, but were prevented doing so on that occasion by being disappointed in the receipt of a gun (for which they had applied to the Admiralty) in time to be sent to Dungeness; they purpose, however, taking an early opportunity of making this further experiment.

I have, &c.
The Secretary, Marine Department, Board of Trade. (signed) *P. H. Berthon.*

The Secretary, Marine Department, Board of Trade, to the Secretary, Trinity House.

Board of Trade, Whitehall,
Sir, 9 December 1863.

I am directed by the Lords of the Committee of Privy Council for Trade to acknowledge the receipt of your letter of the 3d instant, and in reply to acquaint you, for the information of the Elder Brethren, that my Lords approve of the further charges which the Elder Brethren incurred in conveying Mr. Daboll's fog-trumpet from London, and fixing it at Dungeness in connection with the experiments made there.

With regard to the proposed trial of the trumpet against a gun, my Lords direct me to say that should there be any difficulty in obtaining a gun from the Admiralty, if there is any road over the shingle to the point at Dungeness practicable for artillery, they understand that a gun from one of the heavy coast batteries near that place (18-pounders) could be easily procured by applying to the authorities at the Horse Guards.

My Lords direct me to request you to lay before the Elder Brethren the inclosed copies of two letters received by them from Mr. Daboll, in which he estimates the cost of a 24-inch apparatus at 850 *l.*, and the cost of a 32-inch apparatus at 950 *l.* If the Elder Brethren think it desirable that one of these large machines should be tried at one of the more important stations (such as the Lizard, the Start Point, or St. Catherine's), and are of opinion that Mr. Daboll's offer should be accepted, my Lords will authorise the expense, especially

Copies of Nos. 13,956 and 14,204. 2.

See Enclosures, Nos. 1 and 2.

especially as an opportunity would then be afforded for testing one of the more powerful machines against a gun.

My Lords regret that Mr. Daboll has not stated the price at which the 18-inch apparatus would be supplied, but they presume that, in the case of this and also of the larger, the cost of any machines subsequently ordered would be less than the cost of the first of the class.

I am, &c.

The Secretary, Trinity House, E. C. (signed) *T. H. Farrer.*

Enclosure No. 1.

Castle and Falcon Hotel, 5 Aldersgate Street, London,
Sir, 1 December 1863.

SINCE our conversation at the Board of Trade yesterday, relative to manufacturing the larger fog-trumpet apparatus in Liverpool, to be worked by a 24-inch caloric engine, it occurs to me that considerable time could be saved by my having the first apparatus constructed in New York.

I have already experimented with a mouthpiece for a trumpet of the larger size, but have never arranged the automatic parts for a larger engine than the 18-inch, such as now erected at Dungeness.

Of course I should have to make new and larger patterns, and connections, than those I have now in use. These I should want to have made, in the first instance, under my own personal supervision; and as I could not now be present at Liverpool, even if the larger engine were to be made there, it would not so much cheapen or expedite the matter to commence its first manufacture there. Now, with a view to the development of the signal in question, I will propose to your Board that if you will pay me, when completed, 850*l.*, I will, immediately upon my return to New York, by the steamer of the 5th instant, commence to arrange a 24-inch caloric fog-trumpet apparatus, with all its parts and connections complete, similar in construction to that at Dungeness, only enlarged, and will for that amount agree to bring the whole apparatus, complete, to London at the earliest practicable time. And after this has been done we can the better arrange for making any further or future apparatus here in London, or in Liverpool, England.

Or, if you prefer, I will furnish this 24-inch caloric fog-trumpet apparatus to you here, as soon as possible, by your agreeing to pay me the expenses which I may have to incur in the manufacture of said apparatus, and its transportation, including a fair remuneration for my time and services.

I shall remain here until Thursday or Friday of this week, when I shall go to Liverpool, so as to embark in the Cunard Royal Mail Steamship "Australasian," next Saturday, the 5th instant, and shall be glad to hear from you, relative to either of the above propositions, as soon as you can make it convenient, or before I leave London.

I have, &c.

T. H. Farrer, Esq., Secretary, (signed) *C. L. Daboll.*
Marine Department, Board of Trade,
and
Capt. Sulivan, Board of Trade,
Whitehall, London.

Enclosure No. 2.

Sir, Liverpool, England, 5 December 1863.

I HAVE found the parties here who manufactured for a French gentleman (whose name I cannot recollect, but who had purchased of Captain Ericsson the right to have manufactured the caloric engine, and who designed to introduce the same in France or Spain) a few caloric engines.

They have none at present on hand, and only manufacture to order; consequently, it will be useless or inexpedient to do anything here at present, and I more than half suspect that the French gentleman has not fully carried out the contract to have manufactured and supply the demand for this engine, for the party here who manufactured for him have not received any orders from him for a sixmonth, and do not at present know whether he is in England or not. Probably I shall find upon my arrival in New York (as I suggested to you) that Captain Ericsson has annulled the contract, as he had the right to do, in case he failed to fulfil its requirements to have manufactured and supply any demand in England. Under these circumstances, and with a view of aiding the interests of commerce and navigation, and in a measure tending to the saving of human life at sea, by the development of my fog or storm signal, I write this, in the hope that such action may be had upon my propositions, already before you, as will insure the

manufacture of at least a 32-inch caloric apparatus. And allow me to say, that the price suggested to you, viz. 950*l.*, for such an apparatus, similar in construction or principle to that at Dungeness, only enlarged proportionally, so as to make it a thunder alarm, is a smaller estimate than I have ever made before in America for similar power. In fact, 1,000*l.* would not exceed my previous estimates there. But I am anxious to have the signal before you, as suggested, and hope to hear from you very soon in New York, authorising this signal.

I am in great haste, as it is near time for the steamer to sail,

Hastily and truly your obedient servant,
(signed) *C. L. Daboll,*
Tammany Hotel, New York.

T. H. Farrer, Esq.,
Secretary Board of Trade, London.

The Secretary, Trinity House, to the Secretary, Marine Department, Board of Trade.

Trinity House, London, E. C.,
10 December 1863.

Sir,

ADVERTING to previous correspondence on the subject of fog signals, and more particularly to your letter dated 1st September last, I am directed to acquaint you, for the information of the Lords of the Committee of Privy Council for Trade, that the Elder Brethren, concurring with their Lordships as to the expediency of testing practically the relative values of the various inventions submitted, have by comparing at Dungeness the trumpet of Mr. Daboll, with the bell, and with the fog horn of Professor Holmes, obtained data for further investigations.

I am also to state that the Elder Brethren propose to prosecute the inquiry by contrasting carefully such fog signals with a gun, which practical experiments the Elder Brethren trust will meet their Lordships' views, as expressed in your letter above alluded to.

I have, &c.
(signed) *P. H. Berthon.*

The Secretary, Marine Department,
Board of Trade.

The Secretary, Trinity House, to the Secretary, Marine Department, Board of Trade.

Trinity House, London, E. C.,
31 December 1863.

Sir,

I AM directed to acknowledge the receipt of your letter of 9th instant, further on the subject of Mr. Daboll's fog trumpet, and to acquaint you, for the information of the Lords of the Committee of Privy Council for Trade, that a gun has been placed at the Corporation's disposal by the Secretary of State for War, and that, so soon as the Elder Brethren shall have had an opportunity of testing the effect of the fog-trumpet now at Dungeness comparatively therewith, they will communicate to their Lordships their opinion as to the expediency or otherwise of procuring one of the larger dimensions described by Mr. Daboll in his letter.

I have, &c.
(signed) *P. H. Berthon.*

The Secretary, Marine Department,
Board of Trade.

The Secretary, Trinity House, to the Secretary, Marine Department, Board of Trade.

Trinity House, London, E. C.,
14 January 1864.

Sir,

REFERRING to previous correspondence on the subject of the fog-signal apparatus of Mr. C. L. Daboll, now in position near the Lighthouse at Dungeness, I am directed to transmit, for the information of the Lords of the Committee

mittee of Privy Council for Trade, the accompanying copies of reports made by committees of the Elder Brethren, who have on two occasions recently tried its effect at various distances at sea, with a view of testing its power comparatively with that of a gun and a bell. 2.

I have, &c.
(signed) *P. H. Berthon.*

The Marine Secretary,
Board of Trade, Whitehall.

Enclosure, No. 9.

REPORT of a Committee of the Elder Brethren who tested the Power of *Daboll's* Fog-Horn, at Dungeness.

THE fog-horn is placed about 500 feet from the low-water line, and 350 from that of high-water spring tides, and 15 feet above the latter; the lighthouse is distant 270 feet in a north-by-west compass bearing. The sound is emitted from a trumpet placed in about a north and south direction, and eight feet above the shingle; it is 4 feet 6 inches in length, by a diameter of 2½ inches at the smaller end, and that of 1 foot 9 inches at the mouth, which projects about 2 feet 6 inches from the southern end of the corrugated iron building erected over the apparatus.

The following programme of experiments was carefully carried out, viz.:—

	Periods.					
	1.	2.	3.	4.	5.	6.
	h. m.	*h. m.*	*h. m.*	*h. m.*	*h. m.*	*h. m.*
Daboll's horn sounding - - -	12. 0	12.15	12.30	12.45	1. 0	2 to 3
Holmes' horn sounding at the lighthouse - - - - - -	12. 3	12.18	12.33	12.48	1. 3	—
Bell sounding at the lighthouse -	12. 6	12.21	12.36	12.51	1. 6	—
All the above together for two minutes - - - - - -	12. 9 to 12.11	12.24 to 12.26	12.39 to 12.41	12.54 to 12.56	1. 9 to 1.11	—

The sound from Daboll's horn continues for four seconds, with intervals of 12 seconds, and which regularity the committee consider would render it a distinct fog-signal from that used by any vessels. Holmes' trumpet gives a continuous sound, and the bell strikes thirty times each minute.

The committee, consisting of the deputy master, with Captains Redman, Were, and Nisbet, accompanied by Professor Faraday, embarked from Dover in the "Irene," at 9 a. m. on the 17th November 1863, and proceeded to Dungeness, the wind moderately fresh from the westward, and continuing so all day.

At 10.50, anchored to the eastward of the Ness, and informed Mr. Daboll that should he not feel perfectly satisfied with the manner in which the experiments were carried out, he was to make the same known to the committee by hauling down the colours at the lighthouse, at 3 p. m.

At noon, when distant two miles, by measurement by angles, from the lighthouse, it then bearing north, the experiments of the first period were made, during which time Daboll's horn was heard. Steamed in on the same line of bearing to 1½ miles from the lighthouse; and during the experiments of the second period Daboll's horn was heard, and that a good sound. Steamed in on the same line to one mile from the lighthouse, and during the third period Daboll's horn was heard well, and only a surmise as to any other sound reaching the vessel.

On the same line of bearing steamed in to within half a mile from the lighthouse when, during the fourth period, Daboll's horn was heard well. The bell also gave a good sound. Holmes' horn was only faintly heard; and when from 12.54 to 12.56 all the instruments were sounding togther, the latter was heard in the intervals as a mere rumbling sound.

The experiments of the fifth period were heard at the same position, and gave similar results. When passing in from the lighthouse, bearing north to west, the committee observed the sound of Daboll's horn to sensibly diminish in power as the steamer passed from the axis of the trumpet to its outside edge.

At two p. m. the lighthouse bearing east, distant two miles, and directly to leeward of the vessel, Mr. Daboll's horn commenced to sound alone. This sound was not heard on that line of bearing until the vessel was only one-third of a mile from the lighthouse; but when

when crossing to the line of having the lighthouse to bear north, the sound increased in power as we approached the axis of the trumpet; and on that line of bearing the sound was distinctly heard at the distance of 2½ miles.

At 3.15 p.m., observing the colours at the lighthouse still exhibited, the committee proceeded to Dover, when, passing to leeward of the lighthouse, the sound from Daboll's horn was heard at a distance of four miles or 4½ miles.

On a careful reconsideration of the result of the above experiments, made with a moderately fresh westerly wind blowing, and that the Point of Dungeness is one especially requiring fog-signals, the committee recommend to the Board that Mr. Daboll's apparatus be purchased for the sum of 500 *l.*, and retained at Dungeness.

(signed) *William Pigott*, Deputy Master.

G. J. Redman,
T. N. Were,
E. P. Nisbet.

Enclosure No. 2.

REPORT of a Committee of the Elder Brethren who proceeded to *Dungeness* to test various Fog Signals.

Mr. DABOLL'S fog-horn having been so fully reported on by the last committee, it would be needless repeating the same, but the machine was in the same position as before, and attended to by a skilled engineer.

An 18-pounder gun had been placed on a platform placed in line with the fog-horn, 100 feet to the eastward of it, manned by some of the Coast Guard.

Mr. Holmes' steam whistle was unable to be used, the steam pipe having burst from the frost.

The following programme of experiments was arranged and carried out, the day, peculiarly adapted for the purpose, being fine, with light variable airs, and calm and smooth water:—

FOG-SIGNAL EXPERIMENTS on Friday, 8th January 1864.

The experiments to commence at 1 p.m., in the following order:—

	h. m.	*h. m.*	*h. m.*	*h. m.*	*h. m.*
1. Daboll's horn, for 3 minutes - - -	1 0	1 12	1 24	1 36	1 48
2. Gun - - - - - - - -	1 3	1 15	1 27	1 39	1 51
3. The bell, for 3 minutes - - - -	1 6	1 18	1 30	1 42	1 54
All together, 2 minutes continuously - -	1 9	1 21	1 33	1 45	1 57

Recurrence of the Series as in the Table:

To be observed in three directions right off the point, and in a line in a S.W. and N.E. direction at half a mile, 1, 2, 3, and 4 miles.

Another series of sounds, beginning at half-past two o'clock:

Altogether for 2 minutes.—Silence for 2 minutes.
Altogether for 2 minutes.—Silence for 2 minutes.

Observed at different distances in a line directly off shore; repeated for half an hour.

Noted:—

1. Daboll's Horn.—Pressure of air, 10 lbs. to square inch.
2. Gun.—Description: 18-pounder; weight, 22 cwt.; charge of powder, 3 lbs.
No. 3.—Bell; weight, 10 cwt.; diameter, 37 inches.

Bearings of lighthouse for Series No. 1, N.; No. 2, E.N.E.; and No. 3, W.S.W.
State of Weather.—Calm, with variable flaws all ways.

From 1 to 1.15 p.m.—Lighthouse bearing north 1 mile; light air from the westward; very smooth water; paddles stopped.
Daboll's horn heard but indistinctly.
Gun sounded like a musket.
Bell more distinct than either horn or gun.
Bell and horn both going together; horn most distinct.

From

From 1.15 to 1.24 p.m.—Lighthouse on same bearing; weather calm.
Daboll's horn heard much better than before.
Gun sounded better also.
Bell very good; almost equal to the horn.
Bell and horn together; horn had the advantage. With the paddles going, neither heard very distinctly.

At 1.30 p.m.—Lighthouse on the same bearing, two miles off. Weather calm, with the paddles going. The flash and smoke of gun were seen, but no report heard. Paddles stopped,
Bell barely heard.
Bell and horn both going together; horn had the advantage.

At 1.36 p.m.—Horn alone; very fair.

At 1.39 p.m.—Gun; very good.

At 1.42 p.m.—Bell; faintly audible.

At 1.45 p.m.—Bell and horn together; both very indistinctly heard, but equal in sound.

At 1.48 p.m.—Horn only once in 3 minutes; indistinctly heard.

At 1.51 p.m.—Gun; very good.

At 1.54 p.m.—Bell; just audible.

At 1.57 p.m.—Horn and bell together; the horn very good.
Bell only just audible.

At 2.6 p.m.—Lighthouse still bearing north, but 3 miles off; very light air from the eastward, almost calm.
With the paddles going, the flash and smoke of the gun were seen, but no report heard.
Paddles stopped.
Bell not heard.

At 2.9 p.m.—Horn faintly heard, but good for the distance.

At 2.12 p.m.—Horn distinct, and marked.

At 2.15 p.m.—Report of gun very good.

At 2.24 p.m.—Lighthouse on same bearing, 4 miles off.
Horn not heard.

At 2.27 p.m.—Gun heard faintly.

At 2.30 p.m.—Bell not heard.

At 2.30 p.m.—Turned round and steamed in towards the lighthouse, and stopped at 3½ miles off.
Horn heard very faintly.
Bell not heard at all.
Proceeded in to 2½ miles.

At 2.52 p.m.—Horn heard very fairly.
Bell very indistinctly heard.
Proceeded in, and sent a boat on shore, with instructions for the experiments to be repeated.

At 3.30 p.m.—Calm; lighthouse bearing N.E. by E. ½ E. 1 mile; stopped.
Bell very distinctly heard.
Horn the same.
Steamed on to the westward, lighthouse bearing E.N.E., distant 2 miles.

At 3.40 p.m.—Gun pretty good, with the paddles just moving.
Paddles stopped.
Bell faint, but not continuous.
Horn faint.
Gun very distinct.

At 4.33 p.m.—Proceeded to the eastward, lighthouse W. by S. ½ S., 1 mile; light south-easterly air.
Gun very distinct.
Bell very good.
Horn not so good as bell.
Proceeded on to the eastward; lighthouse S.W. by W. 2 miles.

At 4.47 p.m.—Bell distinct, but not continuous.
Horn very faintly heard.
Gun very distinct.

The committee having submitted the detail of these experiments, would record their unanimous opinion, as follows:—

That the gun was proved to be the best warning signal.

That the fog-horn in its line of axis has an advantage of one mile beyond the bell.

That out of that line, at a distance varying from 1 to 2 miles, the horn and bell were on an equality.

That the fog-horn in calm weather may be considered in its line of axis to have a range of 3½ miles, but out of that line not more than 2 miles.

That the bell, in similar weather, would give a good warning sound all round, to the distance of 2 miles; or,

That either horn or bell would furnish sufficient intimation of danger to a sailing vessel; but that for a steamer, with her paddles going, neither gun, horn, or bell would be of the slightest advantage, except at a short distance.

(signed) *H. Shuttleworth.*
E. P. Nisbet.
F. Arrow.
Chas. G. Weller.
G. P. Lambert.

The Secretary, Board of Trade, to the Secretary, Trinity House.

Sir, Board of Trade, Whitehall, 18 January 1864.

I AM directed by the Lords of the Committee of Privy Council for Trade, to acknowledge the receipt of your letter of the 14th instant, and in reply, to acquaint you, for the information of the Elder Brethren of the Trinity House, that they have already approved of the purchase of Mr. Daboll's fog-horn in their communication of the 30th November 1863, and now approve of its being retained at Dungeness.

I am, &c.

To the Secretary, Trinity House. (signed) *James Booth.*

The Secretary, Trinity House, to the Secretary, Marine Department, Board of Trade.

Sir, Trinity House, London, E.C., 3 February 1864.

REFERRING to my letter of 31st December last on the subject of the suggestion of the Lords of the Committee of Privy Council for Trade contained in yours of the 9th of that month, relative to the trial at one of the more important stations on the coast of one of Daboll's fog-trumpets of a larger size than that now at Dungeness, I am now directed by the Elder Brethren to acquaint you, for their Lordships' information, that the trials made at Dungeness as described in the Reports of the Committee, copies of which were transmitted to you in my letter of 14th ultimo, have so far established the fact that the small trumpet now there is, under ordinary circumstances, equal, if not superior in effect to other appliances now used as fog-signals, with the exception of the gun; they are of opinion that one on a large scale may be advantageously tried at some other station, although they are, of course, as yet, unable to form any reliable opinion as to what may be the increase of power relatively with the increase of size. The Elder Brethren propose, therefore, with their Lordships' concurrence, to place themselves in communication with Mr. Daboll for the purpose of procuring from him a 32-inch apparatus, the cost of which he states in his letter of 6th December to be 950 *l.*

I have, &c.

The Marine Secretary, Board of Trade, Whitehall. (signed) *P. H. Berthon.*

The Secretary, Marine Department, Board of Trade, to the Under Secretary, Colonial Office.

Sir, Board of Trade, Whitehall, 11 February 1864.

I AM directed by the Lords of the Committee of Privy Council for Trade to acquaint you, for the information of his Grace the Duke of Newcastle, that they have received a communication from the Lords Commissioners of the Admiralty enslosing a report from Captain Orlebar, and the Superintendent of Lights, Newfoundland, in which mention is made of Mr. Vernon Smith's steam-whistle at Partridge Island, and to request you to move his Grace to ask the colonial authorities of Nova Scotia to procure and forward to the Board of Trade a description of Mr. Smith's invention, and as accurate a report as can be furnished upon the practical results which it has accomplished.

I have, &c.

The Under Secretary, Colonial Office. (signed) *T. H. Farrer.*

P.S.—It is important to know at what distances the whistle can be heard under various conditions of wind and weather, and, if by a steamer, whether with the paddles in motion or not.

The Secretary, Marine Department, Board of Trade, to the Secretary, Trinity House.

Sir, Board of Trade, Whitehall, 15 February 1864.

I AM directed by the Lords of the Committee of Privy Council for Trade to acknowledge the receipt of your letter of the 3d instant, and, in reply, to acquaint you, for the information of the Elder Brethren, that the Board of Trade sanctions the purchase of one of Daboll's 32-inch fog trumpets, for the sum of 950 *l.*, as recommended in your letter.

I am, at the same time, to request you to direct the attention of the Elder Brethren to some points which are essential to a thorough investigation of the practical merits of this machine.

It is evident, from the trials which have already been made, that the effective power of the trumpet is very seriously diminished when passing away from the line of the axis or mouth; so much so, that whereas it was distinctly heard at a distance of two and a half miles, when the Trinity House steamer was in the favourable position, it was necessary to approach within one-third of a mile when the vessel was at right angles to the axis of the trumpet. This is a serious defect; for, whilst the trumpet with its axis directed out to sea might be heard distinctly by passing vessels, others might approach it on either side, and run ashore in the adjacent bights of the coast without receiving any warning. But probably this defect could be remedied, and it might be possible to contrive that the trumpet should revolve in an arc, so as to throw its whole or maximum sound seaward round the horizon.

The Board of Trade would, also, be glad to be informed if any experiments have been or can be made with a fog-trumpet at the height of 100 or 200 feet, and in a dense fog, in order to ascertain how its sound is, under these circumstances, projected over the sea. It is well known that a dense fog often affects sound, and renders it difficult to ascertain the direction from which it proceeds, and it is possible that a fog trumpet, by throwing its maximum sound in one direction only, may occasion very deceptive conclusions.

The Board of Trade would be glad to be informed of the result of the investigation of these points by the Elder Brethren.

I am, &c.

To the Secretary, Trinity House. (signed) *T. H. Farrer.*

Assistant Under Secretary, Colonial Office, to the Secretary, Marine Department, Board of Trade.

Sir, Downing-street, 16 February 1864.

With reference to your letter of the 11th instant, I am directed by the Duke of Newcastle to acquaint you, for the information of the Lords of the Committee of Privy Council for Trade, that His Grace has instructed the officer administering the Government of Nova Scotia to send home a full report on the subject of Mr. Vernon Smith's steam-whistle at Partridge Island.

I am, &c.

T. H. Farrer, Esq. (signed) *T. F. Elliot.*

Note.—The Board of Trade is not in possession of any information respecting the number of steamships and sailing vessels wrecked upon or near the coast of Newfoundland during the years 1861, 1862, and 1863.

The Board of Trade and the Trinity House have not received any report from Captain Orlebar respecting the existence of a sunken rock in the immediate vicinity of Cape Race, nor any papers in connexion with its discovery, except a chart published in 1863 by the Admiralty in the usual way.

GULF OF ST. LAWRENCE, &c.

COPIES of the REPORT of the Trinity Board Corporation on all EXPERIMENTS made with a view of Testing the different PLANS for FOG SIGNALS, in connexion with the Dangerous Navigation of the *Gulf of St. Lawrence* and elsewhere; and of CORRESPONDENCE between the Authorities of that Corporation and the Board of Trade relative to the same; &c.

(*Mr. Dawson.*)

Ordered, by The House of Commons, *to be Printed*,
14 *March* 1864.

125.

Under 2 *oz.*

LIFE BOATS, &c.

RETURN to an Order of the Honourable The House of Commons, dated 11 March 1864;—*for*,

RETURN "of the Number of Lives saved by Life Boats and Rocket and Mortar Apparatus in each of the last Ten Years."

By what Means saved.	1854.	1855.	1856.	1857.	1858.	1859.	1860.	1861.	1862.	1863.	Total for 9 years.
Life Boats - -	No official record prior to 1855.	251	362	398	206	291	326	743	327	505	3,409
Rocket and Mortar Apparatus (and assistance with Ropes*, &c. from shore).		399	262	243	210	260	408	447	310	357	2,896

* *Note.*—In the Records of the Board of Trade, and in all Returns on the subject, the Number of Lives saved by means of Ropes from the shore is included with the number saved by the Rocket and Mortar Apparatus. These numbers cannot now be given separately. The Lines used in both cases are the Rocket or Mortar Lines. In one case the line is thrown by means of a Rocket or Mortar, and in the other case it is thrown by hand.

Board of Trade, March 1864.

JAMES BOOTH.

LIFE BOATS, &c.

RETURN of the Number of Lives saved by Life Boats and Rocket and Mortar Apparatus in each of the last Ten Years.

(*Sir Stafford Northcote.*)

Ordered, by The House of Commons, *to be Printed,*
18 *March* 1864.

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ROYAL MAIL STEAMER "AFRICA."

RETURN to an Order of the Honourable The House of Commons, dated 27 May 1864;—*for*,

COPY "of the EVIDENCE taken by the Court of Inquiry into the STRANDING of the British and North American Royal Mail Steamer 'AFRICA,' with the Decision of the Court cancelling the Certificate of Mr. *James Stone*, the Commander of such Ship; the OFFICIAL REPORT of the Stipendiary Magistrate, and the MEMORIALS, APPEALS, and LETTERS to the Board of Trade against the Decision of the Court of Inquiry, with the REPLIES of the Board of Trade."

Board of Trade, 7 June 1864. — JAMES BOOTH.

(*Mr. Horsfall.*)

Ordered, by The House of Commons, *to be Printed*, 10 *June* 1864.

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COPY of the EVIDENCE taken by the Court of Inquiry into the STRANDING of the British and North American Royal Mail Steamer "AFRICA," with the Decision of the Court cancelling the Certificate of Mr. *James Stone*, the Commander of such Ship; the OFFICIAL REPORT of the Stipendiary Magistrate, and the MEMORIALS, APPEALS, and LETTERS to the Board of Trade against the Decision of the Court of Inquiry, with the REPLIES of the Board of Trade.

— No. 1. —

INQUIRY into the STRANDING of the British and North American Royal Mail Steamer "AFRICA," near *Cape Race*, on the 12th October 1863, before *T. S. Raffles*, Esq., Stipendiary Magistrate, Liverpool, and Captains *Harris* and *Baker*, Nautical Assessors.

Mr. *O'Dowd* appeared on behalf of the Board of Trade, and Mr. *Squarey* appeared on behalf of the Owners and Captain.

EVIDENCE.

HENRY HARGREAVES, being sworn, says:

I WAS the first officer of the "Africa," and hold a certificate of competency as master, dated 23d May 1851. I have been in the Company's service over eight years (the British and North American Royal Mail Steam Packet Company). I first served as second officer. Our trade is in the North American line. The "Africa" was well equipped; she carried a general cargo, and 125 cabin-passengers. The log produced is in my handwriting. We got under weigh from Liverpool on the 3d October, at six minutes past noon. We reached Queenstown at 46 minutes past noon on the 4th, and left there at 38 minutes past 3 that afternoon; and at 10 minutes past 10 that evening were abreast of the Fastnet, and took our departure from there. It was about one-and-a-half mile off. We had an observation for latitude and longitude each day up to the 12th, and steered the usual course. We had three chronometers on board. On the morning of the 12th we had light breezes and dull gloomy weather; the wind was north-westerly. At 5 a.m. it was calm and hazy; at 7 a.m. light southerly airs. At noon we had a good observation for latitude; the latitude was 47°11′ N. We had no sight for longitude that day, but it was 50°21′ W. by reckoning. The wind freshened towards noon, and got into S.S.W. From noon the course steered was W. by N. half N., and we continued that until 6 p.m. We had steamed at 12½ knots during that time; afterwards 11½ knots, when we shortened sail. At 7·30 the wind shifted to W., and we took in all sail. At 8 the wind moderated, and the weather became foggy, with rain. It was a dark, gloomy, rainy, night; it was more haze than fog. We were going 11 knots at 8 o'clock. I did not consider the fog or haze dense enough to slow the speed of the ship. My watch commenced at 8 o'clock. I took my station on the bridge. I could see a mile and three-quarters or two miles ahead at 8 o'clock; I could see an ordinary ship's light at that distance. I kept a good lookout. At 8 o'clock I had two men on the lookout in the forecastle, and at a quarter-past 8 o'clock, by the Captain's order, I put an extra man on the starboard paddlebox. It is the Company's rule to have an extra man there between sunset and sunrise. There were two quartermasters at the helm, and an able-seamen. At 6 p.m. the course had been altered to W.half N. About a quarter to 10 p.m. I noticed a peculiar appearance on the starboard bow. At the same moment the lookout men reported it; it was something white. The lookout forward reported, "Breakers on the starboard bow." I sang out, "Starboard, hard a-starboard," and I ran to the alarmbell leading into the engine-room. The Captain was on the saloon-deck at this time; he had left me a few minutes previously. The helm was put a-starboard. As soon as I had rung the alarmbell, I struck the gong once, which means to slow; and before I took my hand off the bell I felt her strike, not heavily. I felt no shock. I don't know how her head was. There was no bridge-compass. The engine stopped, and shortly after (almost immediately after) the Captain came and ordered

me to get the boats ready for lowering. I did so. The ship in the meantime was thumping heavily. About 20 minutes after this, when I was about the boats, I heard the Captain sing out, "Go ahead full speed." That was done, and immediately afterwards the ship floated off into deep water. The engines were moving ahead before the order "full speed" was given, but I don't know by whose orders. The ship's head had never been stationary. Her head continued to pay round to port slowly. Her head was about S. E. when she went off full speed. The Captain ordered the chain-cables to be got up and run aft, and the guns and the weights to bring her by the stern. He then sent me to open the fore-hatch to break out cargo, and ascertain if there was any water in the hold. I could see the forepeak was full of water before I broke the hatch off; I put the hatch on and screwed it well. After that a sluice was opened for the water to find its way into the engine-room. The deck pumps were also rigged and worked for a short time. About midnight a course was steered in the direction of St. John's, E.N.E., until 1·45, and then N.E. by E. She kept that course for an hour, the ship steering very badly, until 7, when the ship's head was going round the compass. At 2 a.m. the wind had freshened from the S.W. with a chopping sea. From 6 to 9 the ship was almost unmanageable, and would not steer. We could not put the rudder over to port, only one turn; we could put it a-starboard. She made various courses during that time. The damage to the rudder was subsequently slightly repaired. We got to St. John's about half-past 2 on the 13th. At 7 a.m. the boats were got ready for lowering, and were provisioned in case of emergency. At half-past 8 p.m. the ship was run on the beach near St. John's harbour. Some passengers went ashore, and some remained on board. No lives were lost, and no accident occurred to anyone. The crew behaved very well. On the 14th the mails were transferred to Her Majesty's ship "Vesuvius," and she sailed on the 15th with them. On the 15th the "Africa" was removed into a safer place. On the 17th the "Alpha," one of the Company's steamers, came from Halifax and took the passengers away, and also the cargo, and they were taken to their destination.

By Captain *Harris.* — There was no damage done above water. Divers had to examine her. Bales or bundles of oakum were inserted both inside and outside, and a tank built on the bow. We ascertained from the divers that the forefoot and a portion of the keel forward and aft was carried away. Other repairs were done by the divers with oakum and canvas and sheet-lead. There was no survey on her. On the 27th, at 10 a.m., we unmoored and left St. John's, and arrived in Liverpool on the 3d November. We had a very heavy passage. On the 1st and 2d we were in a very heavy gale.

By Mr. *Squarey.*—I have actually served for three years as a master in sailing vessels before joining this Company, and then I joined as second mate; that is a rule of this Company.

By Captain *Harris.*—No soundings were taken during my watch on the evening of the 12th. The leads and lines were in their proper place on deck. It appeared to me to be on a point of land where we struck. I cannot tell where we struck. I think if it had been on the extreme of the Cape, we should have seen the light. I think we were somewhere about the Cape, but I only surmise that. When we got off we did not use the lead; the soundings were very deep there. I have been past Cape Race many a time, and never saw at any time a cast of the lead taken off there. Some of our vessels call at the Cape, and some do not. The next day I worked the course and distance run from noon until 8 p. m.; it put me 16 miles to the south of Cape Race. At noon on the 12th Cape Race bore true south 73 miles, allowing 31 degrees westerly variation. From noon of the 12th we expected the current setting in to the south of Cape Race; I supposed we should have passed about 18 miles distant. I did not know whether or not the Captain intended to call at the Cape. The wells were sounded after we got off. There was no water in the afterhold; the carpenter reported so. We had eight boats: four were lifeboats, two iron surf-boats, which were ready for lowering; the others are large, and were rigged and in proper order, ready for lowering. The crew were each told off to the various boats. Each man had a badge for the one he belonged to; a list was kept on deck as to which each man belonged to. The weather was stormy the morning after the accident. We could not see the land; it was foggy. Our compasses were true on the westerly course.

By Captain *Baker.*—The rudder got damaged on the rocks when she paid off, when she struck aft. I considered I had charge of the ship, but I had not received my night orders. We have no night-order book. Orders were given verbally.

By Mr. *Raffles.*—I consider the captain was attentive to his duties, and thoroughly competent.

By Captain *Harris.*—The log of the 12th was up after our arrival at St. John's.

(signed) *Henry Hargreaves.*

Robert Johnston, being sworn, says:

I am the second officer of the "Africa," and have a certificate of competency as first mate, dated 18th November 1858. I have been in the service of this Company about eight months. I remember about 8 p. m. on the 12th of October last. I was on duty; I was in the chief-mate's watch. I was by the standard binnacle, on the con, on the saloon-deck, immediately before the wheel-house. The weather was thick, drizzling rain. I would not call it a fog, but thick drizzling rain. I could see round the ship; I daresay I could see a ship's light a mile and three-quarters or perhaps two miles off. At 8 p. m. the ship

was

was steering W. ½ N. The fourth officer gave me that course. From 8 to 9 p. m. the speed of the vessel was, I should say, 11 knots. Between 9 and 10 the speed was about 11 knots. Captain Stone was on deck from 8 o'clock. The captain ordered her to be steered "steady," and between 9 and 10 he gave the order, "Put the helm hard astarboard," which was done. Immediately after the chief officer called out, "Hard astarboard;" I replied, "Hard over." In two or three minutes after that the ship struck, after her head had paid off about three points. It checked her headway, and then her head fell off to port. Her head was S. W. by W. ½ W.

By Captain *Harris*.—I think there was no difference between the standard compass and the binnacle compass, but I am not sure. The ship's course was always shaped by the standard compass on deck. The ship was steered steady during my watch. I could not say there was a fog. After the ship struck I saw the land, but not before. It was high bluff land, as high as the masthead. I did not see a ship's light that night.

By Captain *Baker*.—I have been two voyages in the "Africa." I have seen the lead hove when off Cape Race by our captain. It was hove on the previous voyage, in foggy weather. The night on which we struck was quite clear in comparison to the night it was hove on the previous voyage. Mr. Hargreaves (the last witness) was not in the ship then. I have seen Captain Stone use the lead on other occasions, when it was requisite. I don't know whether our captain intended to call at Cape Race or not.

(signed) *Robert Johnston.*

THOMAS ROBB, on his oath, says:

I was the quartermaster of the "Africa." I have served in her about 11½ years. I remember being at the wheel on the 12th October at 8 p. m. I was assisted by a second quartermaster and an able-seaman. I had the foremost wheel. The ship was steering by the port compass W. ½ S. (I am speaking of the wheel-house compass). It varies a good deal. Sometimes with the deck compass. At 9·30 p. m. received orders "to put the helm hard over." The third officer gave that order, and I did so. I got no further orders after that. In a minute or two I felt the ship strike, but before that her head paid off S. W. by W. ½ W. I stood by the wheel until I was ordered to leave. Her head went off to port to S. ½ E. When I went to the wheel it was very dark with thick drizzling rain; not much of a fog, but thick rain. We might have seen, to the best of my opinion, a good light a mile and a half or two miles off. I assisted in clearing away the boats.

By Captain *Harris*.—I went back to the wheel when the order was given to go to the wheel.

(signed) *Thomas Robb.*

JOHN EVANS, being sworn, says:

I was the second quartermaster of the "Africa." I have heard the evidence given by the last witness, and concur in it. I have been in the service 12 years.

By Mr. *Raffles*.—I have never seen the lead hove off Cape Race unless there was a very thick fog.

By Captain *Harris*.—We had a good deal of hood about us, and could not see round so well.

(signed) *John Evans.*

HENRY MYERS, being sworn, says:

I was an able-seaman on board the "Africa." Have been in the service three or four years. I was on the port-side of the forecastle at 8 p. m. of the 12th. There was another man with me named Foot; he was on the starboard side. It was misty weather. About 9.30 p. m. I saw the breakers broad off on the starboard bow, and I sang out, "Breakers broad off on the starboard bow." After that I heard the order, "Hard astarboard, hard over." I believe Captain Stone gave those orders. In a minute or two after that the ship struck. I and Foot remained on the forecastle on the look-out.

By Mr. *Squarey*.—I have made this passage several times for three or four years, and I have seen fog. I cannot say it was a right fog. I have seen it a deal thicker before. It was dark misty weather.

By Captain *Harris*.—I showed Foot the breakers, and then I shouted out. When I saw them I said to Foot, "Isn't that clear enough?" He said, "Yes." I don't know whether the bell had struck the half hour.

his
(signed) *Henry* × *Myers.*
mark.

WILLIAM CAMPBELL, being sworn, says:

I was the chief engineer of the "Africa," and hold a first-class certificate of service, dated 28th May 1863. I have been in the Cunard service about 15 years. The "Africa" carried two engines, combined 800-horse power. I keep a log-book. I remember the night of the 12th October. I was in my cabin, which adjoins the engine-room. I felt the ship strike when I was sitting at the table, and I immediately went into the engine-room, and found the 4th, 5th, and 6th engineers were at the handles stopping the engines. I told them to reverse the engines, to see if she was settled. I told the fourth engineer to go and stand by the injection bilge-cocks; I waited further orders from the captain. I waited a quarter of an hour, and then found the water making so fast, that I went to see the captain, and found him on the starboard-bridge, and reported it; the captain said the ship was hard and fast. My crew were at their station. The captain asked me if I would assist in firing a gun; I sent up some of my men to fire a gun. When I returned to the engine-room, I saw that the water was increasing very fast there. I returned and moved one engine slowly ahead, and put on our bilge injection, and the third engineer moved the other, so as to have her ready to go full speed, if required; I did what was necessary; I did it without speaking to the captain about it. I then went on deck to see why the gun was not fired; they were running it ahead; it was fired, and I then returned to the engine-room; and just as I got down I heard the order, "Go ahead full speed." The ship being afloat, that was done as soon as possible; she went into deep water. When she struck she was making from 13¼ to 13½ revolutions.

By Captain *Harris*.—I think she struck forward; she struck heavily: it lifted me up off my seat: she brought nothing down; nothing got wrong with the engines; I made a survey of them. From the time of stopping the engines, until she went ahead full-speed would be about half an hour; I went by the engine-room clock. After the captain had told me that the ship was hard and fast, I went into the engine-room; no stress was laid on the engines; we kept the ship clear with one bilge injection. The second engineer attended to the safety-valve after she struck.

By Captain *Baker*.—We went full-speed from noon on the day she struck.

By Captain *Harris*.—Ours are beam-engines; occasionally she lifted, and came down very heavily: 13½ revolutions is our full speed, but that depends on our draught; we never get up to 16. The diameter of the wheel is 35 feet; the stroke is 9 feet; the diameter of the cylinder is 8 feet and half an inch.

(signed) *W. Campbell.*

JAMES BELL, being sworn, says:

I was the second engineer of the "Africa," and hold a second-class certificate of service, No. 2,837, dated 4th June 1863. I have been in the Cunard service 23 years. I was on watch from 8 p.m. on the night she struck; I heard nothing on that night until the ship struck. I was then in the stoke-hole; the feeling was as if she had run into a vessel. I was blowing one of the after-boilers off when she struck; they are about 30 feet from the engine-room. When the ship struck, I ordered the man who was standing by the blow-off cock (a Kingston), to shut it, and I went to the safety-valve to blow off the steam. The engines were in the act of stopping at the time; I don't know by whose orders.

By Captain *Harris*.—The orders are communicated to the engineers' room by means of a gong, and there is also a man stationed at the crank-hatch; I did not hear the gong sound. There are always two engineers on watch; the water was not up to the stoke-hole plates; there would not be more than 10 inches, or a foot, when we got off.

By Captain *Baker*.—We had two donkey engines; one worked the pumps.

By Captain *Harris*.—We kept the water entirely under command by means of the engines; we had very bad weather in coming home, and the water increased, but I cannot say how much; I never measured it, but we kept it under by means of the engines alone.

(signed) *James Bell.*

HUGH M'CHEYNE, being sworn, says:

I was the sixth engineer on board the "Africa," and have a certificate. Between 8 and 12 p.m. on the night of the 12th October, I was on the watch; I was on the middle platform when she struck; as soon as I recovered from the shock, I ran to the lever; when I was on the way I felt another shock; the first was like as if she was running, end on, into a vessel, and the second like as if she was falling on a rock. I heard the signal-bell whilst I was in the act of throwing the engines out of gear; I was not able to do it myself; I tried twice myself; I was assisted. I then turned round to the starboard engine, and I saw some person, and I turned back to the port engine; I remained there until the other engineers came down; I was told to go and see what I could see; I went up and saw high land on the starboard bow, and a rock abreast the fore-rigging, so close that I could have leaped upon it.

By

By Captain *Harris*.—I never heard the gong go; it was the alarmbell I heard; it is alongside the gong; no delay occurred before I threw her out of gear; we work with a long lever.

(signed) *Hugh M'Cheyne.*

JAMES STONE, being sworn, was Examined:

By Mr. *Squarey*.—I have been in the Cunard service for 20 years; I entered as chief officer. Before entering I had served a regular apprenticeship with Mr. Thomas Ward of London. I had served as second and third officer of his ship, and had commanded one of his ships (the "Lloyd's") for one year; she was engaged in the transport service in conveying troops. I was in the Cunard service as first mate upwards of three years, and was made captain on 1st January 1848. The first ship I commanded was the "Acadia," since the "Cambria," "Hibernia," "Niagara," "Canada," "Arabia," "America," and the "Africa." They are all Royal Mail Steamers. I have made 230 passages. I commanded the "Arabia" for nine months whilst she was in the transport service carrying troops; and I have commanded vessels in the same service on seven voyages between this port and Havre.

We had observations every day up to the 12th October on this passage, and on the 12th October we had an observation for latitude. At noon that day I was quite satisfied as to the position of my ship; we had no sight that day for longitude, but ascertained it by dead reckoning; the latitude was 47° 11′ N., longitude, 50° 21′ W. That position placed us 112 miles from Cape Race, bearing W. by N. ¼ N., a little northerly, by compass. From that day at noon I steered W., and by N. ½ N. until 6. At 6 p.m. I altered the course to W. ¼ N., decrease of variation, and to get the ship better off the land, made me make that alteration. Allowing one knot and a half for a southerly course, which is half a knot less than the Admiralty chart gives, that course should have taken me 18 or 20 miles south of Cape Race. I was navigating my ship by the Admiralty chart of 1861, the latest one published. I had no intention of communicating with Cape Race, unless the weather had been clear. In the present state of it I had no intention. The Admiralty chart shows to the east of Cape Race a current to the southward of two knots. In the former voyages I have made I have always gone by it since I have had it; I had no knowledge that the Admiralty chart was wrong as regards that current. I had not seen the report in the case of the "Anglo-Saxon" (1st August 1863); I knew nothing to make me doubt the accuracy of that chart. In former voyages made by me from the eastward, I have adopted the same course, in order to clear Cape Race, as I did on this occasion, but in fine weather I should have gone much closer. That course had always taken me safely past Cape Race; I considered it a safe and proper course. At half-past 7 p.m., 12th October, the wind shifted to the westward, and at 8 p.m. it moderated; after that the wind was from the westward, with a light breeze. The night was dark and hazy, but not foggy; there was a little rain occasionally, sometimes clearing up. I was on deck myself from six o'clock; I was a little abaft the mainmast. Our fog-whistle was not going, because it was not necessary, because we could see far enough to have cleared a ship, or to have seen a light at any moderate distance; I did not think it necessary to reduce the speed of the vessel for the same reason. I did not take soundings; my position was so good at noon, and I was steering so far from the land, allowing for the southerly current, that I did not think it necessary to sound. I have frequently sounded on former occasions; whenever I don't get an observation at noon, and the weather is thick, I sound. On the voyage before the present one, I sounded several times; it was thick then, and I sounded several times in coming up the Channel on this return voyage. I adopt the old-fashioned plan of stopping the ship to take soundings. A little after half-past nine I was looking out on the starboard beam, rather before the beam; I knew there was a very good look-out forward, and my distance being fully run to the Cape, I thought there was a probability of my seeing the light on Cape Race on the beam, as the weather was not then so hazy. The first thing I saw was a whitish line on the edge of the water, and at that season of the year I knew it could not be ice. The instant I saw it, I gave the order to put the helm hard a-starboard. Up to that time no report had been made to me by the look-out man, or any one. I was the first to see it, and the first to give the order "hard a starboard." The helm was put hard a-starboard, and just then the first officer sang out, "hard a-starboard." As near as I could judge, the ship altered her course three or four points before she struck. At the moment I heard the chief officer sing out "Hard a-starboard," I heard the alarm bell in the engine-room ring; a very short time after the ship touched; the engines were stopped as soon as she touched, but not by my orders. When I found the ship was on the rocks, the first thing I thought necessary was to clear away the boats, and I gave that order, and a gun fired. After having done so, I went aft to the standard compass, to see how the ship's head was. I found her head was eastward of S., with high land over her stern. The ship was stationary for a short time. A few minutes after I found her begin to move; and finding that to be the case, after giving several orders to the officers, and knowing the ship's head to be out to seaward, I went on to the forecastle, and I leaned over the bows to see if there was a channel to get out. As far as I could see, it appeared to be clear ahead, more particularly on the port bow. I again walked aft, and looked at the standard compass, and found that she had swung more to the eastward. I then looked at the wheel-house, and saw a man there, and told him

him to put the wheel hard a-starboard. He said "starboard." I then instantly walked forward to attend to the engines. I watched and saw that she lifted at times, and looked for a chance, and as she lifted gave the order "go full speed." The engines moved, and she went off into deep water. My intention was then to go to Halifax, but after consulting with the chief engineer I thought it was not prudent to do so, in consequence of the ship making water, and having Her Majesty's mails on board, and a large number of passengers on board. I then determined to go on to St. John's, that being the nearest port. I first gave her a good berth off the land, and then shaped a course. A sluice-hole was cut in a bulkhead to allow the water to get freely to the engine-room. The bilge injection pump was kept going, and the ship kept clear of water. The ship steered badly, especially with the port helm. We arrived at St. John's between 1 and 2 p.m. on the 13th. The mails were sent on in Her Majesty's ship "Vesuvius," and the passengers and cargo were sent to their destination in two of the Company's steamers, and all arrived safely. Some temporary repairs were done at St. John's, and I then brought her to Liverpool, and we had a very rough passage. Some passengers wished to come, but we declined to take any, or any cargo. At and after the striking of the ship, the discipline of the crew was perfect. There was no confusion of any sort; we encountered very heavy weather, an unusual gale from the N.W.

By *Captain Harris.*—At noon on the 12th, we calculated our distance 112 miles off Cape Race. From that time up to 6 P.M. there was a moderate breeze from the south, quite light, and smooth water. I am not in the habit of seeing the log-book. It is not the custom in the Cunard service to have the log-book brought to me occasionally; there is no objection to its being brought to me. I have looked at the log since it was written. I don't admit that the weather was stormy. I differ in opinion that it was thick foggy weather. I agree in saying that it was misty, with rain, but not thick. Assuming our position was right at noon, I thought we should have reached Cape Race about 9; when we altered our course we were a little over 36 miles to the eastward of Cape Race. Assuming that we made no allowance for a southerly current, that course would have taken us seven miles off Cape Race. We have a book of "sailing directions" on board our ships. I cannot say that I have studied Bayfield's Directions. From my experience, I don't know that the winds influence the currents altogether. The currents generally set me to the southward; that is the result of my experience. I believe there has been a different current this year to former years. I did not use the lead. I took the southerly current into account, and expected to pass at 16 or 17 miles distance. We have no instructions as to touching at the Cape. We take telegrams and land them if the weather is fine, but receive no pecuniary consideration. When we get to the Cape light, bearing N.N.E. at night, we throw our despatches overboard in a tin case with a colour attached to it; we throw it at six or seven miles distant. I did not intend to touch at Cape Race, unless the weather became clear. At noon I shaped a course for Cape Race. I should think, as nearly as I can tell, it was somewhere very near the Cape where we struck. We could not see the light when we got on or after we got off; I suppose it was on account of the haze. The white line I first saw would at first be about half-a-mile off.

By *Captain Baker.*—We can see Cape Race coming from the eastward in fine weather 15 or 16 miles off. Not seeing it that night, I thought I was more to the south. I thought I might have seen it. I saw the log-slate but not the log-book on this occasion. I don't think all the particulars were then written on the log-slate, as they are now in the book. I don't always see the log-slate. I received no instructions at all about touching at Cape Race. The telegram box is put on board; it is directed for Cape Race. Our mail officer is not a naval man. The telegrams are not part of the mail at all.

By Mr. *Raffles.*—There are no printed regulations on board our vessels.

By *Captain Harris.*—We are subsidized by the British Government.

(signed) *James Stone.*

CHARLES M'IVER (called on behalf of the Captain), being sworn, says:

I am an owner, an underwriter, and contractor with Her Majesty's Government for carrying the mails; and I am also managing owner at Liverpool. All the appointments in these ships rest with me. I have known Captain Stone ever since he entered the service, and from that time he has had my entire confidence; and I know of no man in the United Kingdom to whom I would sooner leave my life, or property, or Her Majesty's mails. Twenty-three years ago we had to direct our captains, but now they are capable of directing us; that is the reason why we have no printed regulations issued on board our ships.

(signed) *Charles M'Iver.*

Form No. 219.—Certified Copy.

COPY REGISTER FOR TRANSMISSION TO CHIEF REGISTRAR OF SHIPPING.

Official Number of Ship 1,821.—Name of Ship, Africa.

Port number	190, 1853	Whether a sailing or steam ship; if steam, how propelled	Steam.
Port of Registry	Glasgow.	Where built	Greenock.
British or foreign built	British.	When built	1850.

No., Date, and Port of Previous Registry (if any).

Number of decks	Three.	Build	Carvel.
Number of masts	Two.	Gallery	No.
Rigged	Schooner.	Head	Woman Figure.
Stern	Round.	Framework	Wood.

Tonnage.	*No. of Tons.*
Tonage under Tonnage Deck	$2{,}226\frac{24}{100}$
Closed-in spaces above the Tonnage Deck, if any, viz.; space or spaces between decks	—
Poop	—
Roundhouse	—
Other enclosed spaces (if any), naming them	—
Deduct Allowance for propelling Power	$1{,}010\frac{19}{100}$
Register Tonnage	$1{,}216\frac{5}{100}$

Measurements;

Length from the forepart of the stem under the bowsprit to the aft side of the head of the stern-post, 265 feet 6 tenths.
Main breadth to outside of plank, 37 feet 2 tenths.
Depth in hold from Tonnage Deck to ceiling at midships, 27 feet 2 tenths.

Additional Particulars for Steamers.	*Tons.*
Deduction for space required for propelling power	1,010. 19

Length of engine-room (if measured), 92 feet 3 tenths.

Number of engines.

Combined power (estimated horse power).

Names, Residence, and Description of the Owners, and number of 64th shares held by each Owner:—

James Burns, Thomas Buchanan, and John Burns, all of Glasgow, County of Lanark; Charles M'Iver, of Liverpool, County of Lancaster; and Sir Samuel Cunard, Baronet, of Halifax, Nova Scotia; all merchants.

Joint Owners, 64

64

Dated 30 November 1859. (signed) *J. Whyte*, Pro Registrar.

References to Transactions.	Changes of Masters.
	Liverpool 29. 5. 63.
	James Stone - 168.

I hereby certify the foregoing Copy of Certificate of Registry to be a True Copy.

(signed) *J. J. Mayo*,
Registrar General.

General Register and Record Office of Seamen and Shipping.

London, 6th November 1863.

— No. 2. —

OFFICIAL REPORT of the Stipendiary Magistrate, with the Decision of the Court.

To the Right Honourable the Lords of the Committee of Privy Council for Trade.

My Lords,

I HAVE the honour to report that I have, in conjunction with Captains Harris and Baker, the nautical assessors of your Lordships' Board, held an inquiry into the casualty which occurred to the steamship "Africa," off Cape Race, on the 12th of October last.

The "Africa" is a paddle-wheel steamer, built of wood, at Greenock, in 1850, of 2,226 gross, and 1,216 registered tonnage, and of 800 horse-power. She is the property of the British and North American Royal Mail Steam-packet Company, and was under the command of Mr. James Stone, who held a certificate of competency as master, dated the 7th January 1851; she had a crew of 130 hands, all told, and was in every respect thoroughly equipped.

The "Africa" left Liverpool on the 3d of October, carrying the mails, 125 cabin passengers, and a general cargo, bound for Halifax and New York; after touching at Queenstown on the following day, she sailed again at 3.38 p.m.; made the Fastnet at 10.20 p.m., and thence took her departure on her voyage to America. Observations for latitude and longitude were obtained daily from the 5th to the 11th inclusive, and up to that date nothing occurred which calls for comment. At noon of the 12th, a good observation was obtained for latitude, which placed them in 47° 11′ N., but as no sights had been obtained for the chronometers, the longitude was calculated to be 50° 21′ W., and Cape Race was estimated to bear S. 73° 26′ W. true, distant 112 miles. The weather, at noon, is represented in the log-book to have been "Strong breezes from the SS.W.;" at 6 p.m., "increasing winds and stormy weather, sea rising," and sail was shortened. At 7.30 p.m., "wind shifted to W.," and all sail was taken in. At 8 p.m. "moderating breezes, and thick foggy weather, with rain." From noon to 6 p.m. the course steered was W. by N. ½ N., and the speed of the vessel was 12½ knots an hour. At 6 p.m. the course was altered to W. ½ N., and so continued at a speed of 11 knots an hour until she struck, about 9.50 p.m., somewhere probably in the vicinity of the extreme point of Cape Race, but the exact position was never ascertained. Immediately before striking, the master, who was on deck, states that he saw a whitish line on the edge of the water, on the starboard bow, which he knew could not at that season be ice, and instantly gave orders to put the helm hard a starboard; almost simultaneously the first mate gave a similar order, having seen the same object, which was also at the same time reported by the look-out men. The vessel paid off under her starboard helm two or three points, when she took the ground. The engines were then stopped, and it would appear from the evidence that she remained there for about 20 minutes, during which time her head payed off to port. Shortly after striking, the water was discovered to have filled the fore peak, and also to have found its way into the engine-room. The engines were moved slowly ahead, which had the effect of casting her head more to seaward; and the captain having discovered that the channel appeared free from danger, gave orders to go on at full speed, which was done, and the vessel went off, apparently into deep water, but neither previously nor subsequently to the accident was the lead used; after consultation with the chief engineer, the captain determined to run for St. John's, Newfoundland, the then nearest port. In proceeding thither, the vessel became almost unmanageable from the injured state of the rudder and the quantity of water in the fore hold; but the master succeeded, notwithstanding the stormy state of the weather, in getting her into St. John's on the 13th, about 2 p.m., and beached her in the harbour. After some repairs were effected by means of divers, and the construction of a tank in the fore part of the ship, she sailed from St. John's on the 27th October, and after a very stormy passage across the Atlantic, was brought safely into Liverpool on the 3d of November inst.

I should here mention that the captain, who, at the request of his legal adviser, was sworn to give evidence, does not agree with the mate's entries in the log-book

book as to the state of the weather on the evening of the accident; the terms he used to describe the weather were, "Dark and hazy, not foggy, a little rain occasionally, sometimes clearing up;" and the mate in his evidence disclaims any intention of implying by the entry in the log, that the weather was what would be called "dense fog." But the united testimony of the witnesses certainly goes to prove that the night was very dark and thick, with drizzling rain, and in confirmation of this fact, several of them give it as their opinion that a ship's light might have been seen at a distance of from one to two miles. In my opinion the strongest indication of the dark and thick state of the weather, is the circumstance that the danger was scarcely seen before the ship struck. I cannot dismiss the question of discrepancy between the entries in the log-book, and the evidence of the witnesses, without a word of comment on the statement made by the master that he was not in the habit of examining the log-book, a duty which I am informed by the assessors, he ought to consider as incumbent on him, both for his own protection and for the benefit of his owners, in case of accident or loss.

It is with regret that I am compelled to pronounce the master in default. By a reference to the chart, and from his own evidence, the courses steered would have taken him within six or seven miles of Cape Race, assuming that he had no lateral current, as the compasses appear to have been perfectly correct. This course, in the estimation of my assessors, is too fine in such weather, and in a vicinity so notoriously dangerous. I am of opinion that a cast of the lead should have been taken about 9 p.m., when the computed distance from noon had been run. This precaution would have shown the captain that he was not justified in assuming his position to be such as he too confidently concluded, and that instead of being, as he supposed, 16 miles to the southward of the Cape, he was in reality close upon the land. The neglect to use the lead under such circumstances, and the navigation of his vessel at full speed off this coast in thick weather, undoubtedly caused this accident, and after the repeated warnings which commanders of vessels on the North American stations have received in reference to both these points, I am bound to visit him with severe censure. I confess that it is painful to me to do so in this as in every other case, when the commander is a man of great experience, and Captain Stone appears to have hitherto navigated his ships in safety for 115 voyages across the Atlantic. The result proves that such a man even may get into difficulties with all his experience, and shows the necessity which is laid upon all commanders to use every precaution in their power; and why these precautions should be invariably used in the Royal Navy, and the neglect of them visited with most severe penalties, while in the merchant service they can be so frequently omitted, I am at a loss to understand. In the sentence which the Court has deemed it to be their painful duty to pass on Captain Stone, every consideration has been given to his long and hitherto successful career, and the Court has borne in mind his subsequent laudable exertions in bringing home safely his disabled ship. This case differs from others of a recent date in the fact that there has been no loss of life or of the ship, and I have therefore felt justified in passing a lighter sentence; but I have, with the full concurrence of the nautical assessors, suspended the certificate of Mr. James Stone for six calendar months from this date.

I have, &c.
(signed) *T. S. Raffles,*
Police Magistrate.

We concur in this report,

(signed) *Henry Harris,*
R. B. Baker,
Nautical Assessors.

12 November 1863.

— No. 3. —

Messrs. *Duncans, Squarey,* and *Blackmore* to *T. H. Farrer,* Esq.

10, Water-street, Liverpool,
20 November 1863.

Sir,

We beg to enclose, herewith, a memorial from Captain Stone, late of the Royal Mail Steamer "Africa," praying that his certificate, which was suspended on the 12th instant for six months by a Court sitting at Liverpool under the provisions of the Merchant Shipping Acts may be returned to him. We also enclose a memorial in the same sense which, as you will perceive, is very numerously and respectably signed.

We shall feel obliged by your bringing these memorials under the consideration of the Board of Trade at your early convenience.

We remain, &c.

(signed) *Duncans, Squarey, & Blackmore.*

T. H. Farrer, Esq.,
Board of Trade, Whitehall,
London.

— No. 4. —

To the Right Honourable the Lords of Her Majesty's Privy Council for Trade and Commerce.

The Memorial of James Stone, of Liverpool, Master Mariner,

Sheweth,

That on the 12th November 1863 a Court sitting at Liverpool pursuant to the Merchant Shipping Acts suspended your memorialist's certificate of competency for six months on the ground that the stranding of the Royal Mail Steamer "Africa," on the 12th October last, on the coast of Newfoundland, whilst commanded by your memorialist, was occasioned by a culpable want of caution on the part of your memorialist in not having slowed his engines or used his lead when he had run his distance towards Cape Race on the day in question.

That your memorialist was navigating his ship by the latest Admiralty chart of that coast which was published in 1861, and from which it appears that the current to the eastward of the coast of Newfoundland, in the vicinity of Cape Race, sets to the southward and westward at the rate of two knots per hour.

That the experience of your memorialist acquired during the period of 18 years for which he has been almost constantly engaged in the navigation of mail steam ships between Liverpool and New York, Halifax, and Boston, and in which he has made 230 passages across the Atlantic, entirely confirmed the existence of the southwardly current above-mentioned, the vessels commanded by your memorialist having frequently been placed by the influence of that current to the southward of their intended course.

That, on the voyage in question, your memorialist shaped a course which his former experience told him should take his ship past Cape Race, at a distance of 18 or 20 miles, and in shaping that course he, for the sake of precaution, allowed for the southwardly current a rate of one knot and-a-half only per hour, being half a knot per hour less than the rate stated on the Admiralty chart.

That the stranding of the ship was caused by the current in that locality having at that time unexpectedly changed its direction; such current in fact setting to the northward, and not, as shown in the Admiralty chart, to the southward.

That the change above mentioned in the direction of the current was not known until it was ascertained by the survey of that coast made in June last, after the loss of the "Anglo Saxon" steamer, when, as your memorialist believes, the current was found to be setting northwards; but when the accident to the "Africa" occurred, your memorialist had no knowledge whatever of that survey, which indeed has not yet been made public, nor had he any reason to suppose that the current would then be different from what he had always before found it to be.

That your memorialist is, and always has been, fully alive to the necessity for using the lead, and it has been his constant practice to take soundings when nearing the land, when there was reason to suppose that the ship's position was not accurately known.

That

That having had good observations for latitude and longitude up to and including the day before the accident occurred, and an observation for latitude on that day, your memorialist submits that he was justified in believing that the ship's position was accurately ascertained at noon on the day of the accident, and that the courses steered from that time would take her safely past Cape Race, which unquestionably would have been the case, but for the change in the set of the current above-mentioned.

Your Memorialist therefore respectfully prays that his certificate may be returned to him.

(signed) *James Stone.*

Liverpool, 20 November 1863.

— No. 5. —

To the Right Honourable the Lords of Her Majesty's Privy Council for Trade and Commerce.

The Memorial of the Undersigned Merchants, Shipowners, and other persons residing at Liverpool, in the County of Lancaster,

Showeth,

That your Memorialists have seen with extreme surprise and regret, that a Court of Inquiry sitting under the provisions of the "Merchant Shipping Acts" has suspended the certificate of Mr. James Stone, the master of the Royal Mail Steamship "Africa" for six months, on the ground that the stranding of that vessel on the coast of Newfoundland on the 12th of October 1863, was occasioned by a culpable want of caution on his part.

That for the 20 years, during the last 15 of which he has been a master, Captain Stone has been engaged in navigating the Atlantic in the vessels of the British and North American Royal Mail Steam Packet Company between Liverpool and North America, which in its general character, and particularly as regards the passage between Liverpool and Halifax, is probably one of the most trying services known. That in that service he has acquired and maintained in the estimation of the mercantile community of Liverpool, and of all who have known him, the highest character, not only for gentlemanly and upright conduct on all occasions, but especially for the assiduity care and skill with which he has invariably discharged the arduous and responsible duties which have devolved upon him.

That in proof that Captain Stone's character as a careful and skilful commander has not been overrated, your Memorialists would point to the fact, that he has made 230 passages across the Atlantic, not only without ever losing a ship, but without ever getting a vessel, whilst in his charge, ashore.

That your Memorialists are informed and believe that on the occasion of the accident to the "Africa," Captain Stone was adopting the same course in the navigation of his ship which had on so many former voyages taken him safely to his destination. That there were no circumstances whatever to lead him to doubt the correctness of his course, and that the accident was in fact entirely and solely attributable to an unusual current setting to the northward, whilst the Admiralty chart by which he navigated his ship, and which his former experience led him to consider to be perfectly correct, shows a current running to the southward.

That under these circumstance your Memorialists cannot but feel that the Court has not arrived at a proper conclusion as regards the conduct of Captain Stone, and has passed upon him a sentence which unnecessarily punishes and degrades a very meritorious man, and of the highest standing and experience in his profession.

Your Memorialists therefore respectfully pray that your Lordships will be pleased to exercise the power given to the Board of Trade by the "Merchant Shipping Amendment Act, 1862," by at once re-issuing and returning to Captain Stone his certificate.

(signed) *Jacob Reynolds,*
Thames and Mersey Iron Company
(and 561 others).

Liverpool, November 1863.

— No. 6. —

T. H. Farrer, Esq., to Messrs. *Duncans, Squarey & Blackmore.*

(13,496.)

Office of Committee of Privy Council for Trade,
Whitehall, 30 November 1863.

Gentlemen,

I AM directed by the Lords of the Committee of Privy Council for Trade to acknowledge the receipt of your letter of the 20th instant, inclosing a memorial from Captain Stone, late of the Royal Mail Steamer "Africa," and a further memorial, very numerously and respectably signed at Liverpool, both praying that Captain Stone's certificate may be at once returned to him.

The Board of Trade have given to these memorials the careful consideration they deserve, and they direct me to reply as follows:—

It has been the practice of the Board of Trade, since the power of cancelling certificates was transferred to the Courts which hold the inquiries, to refuse to interfere with their decisions, unless upon clear proof that those decisions are erroneous. It would be a complete answer to the present memorials to say that no such proof has been given in the present case. But having regard to the importance of the principle involved in the decision, as well as to the consideration which the memorials themselves deserve, the Board of Trade desire me to offer the following observations on the merits of the question:—

The case made by Captain Stone is as follows, viz., that the ship's position was accurately ascertained at noon on the day on which the accident happened; that from that time until the time of the accident, viz., between nine and ten o'clock in the evening, he shaped his course in such a manner as, without allowing for the southwardly current on the east of the coast of Newfoundland, would take his ship past Cape Race, at a distance of seven miles; and as would, allowing for that current, take his ship past Cape Race, at a distance of 18 or 20 miles; that the latest Admiralty chart, as well as the long experience of Captain Stone himself, justified him in relying on the existence of this current; and that the stranding of the ship was caused by a sudden and unexpected change from south to north in the direction of this current. Upon these allegations the Board of Trade desire to observe:

1. As regards the position of the ship; that whilst the latitude of the ship was determined by observation at noon on the day of the accident, the longitude was not then determined by sights taken on that day, but was calculated by dead reckoning from the longitude of the preceding day. This fact alone must have introduced great uncertainty as to the true position of the ship in point of longitude, and ought to have rendered the captain peculiarly careful.

2. As regards the currents; it is to be observed that any sudden and unexpected change in their direction to the northward has not been established by evidence.

The current round Newfoundland, marked in the Admiralty chart, bears, it is true, a southerly and westerly direction; but at the point at which Captain Stone would (according to the course which he states he was steering) have entered it, it becomes nearly westerly, and has a direction parallel to and not across that course. Further, the ordinary published sailing directions for the coast (of which it would be injustice to Captain Stone to suppose him ignorant) state that the currents on that part of the coast are uncertain and variable. Captain Stone states that he had no knowledge whatever of a recent survey of the coast made in June last, after the loss of the "Anglo-Saxon" steamer, which, as he says, first ascertained the alleged change in the direction of the currents. The Board of Trade have, therefore, no wish to press the case of the "Anglo Saxon" unduly against him. But, as reference has been made to it, they think it right to observe that the wreck of the "Anglo-Saxon," involving a loss of 238 lives, happened in April last, close to Cape Race, under circumstances not unlike those of the stranding of the "Africa;" that the case was fully and publicly investigated at Liverpool; and that by the report, which was published in August last, the captain was found to have been in default for not having slackened speed and used his lead.

It is further to be observed, with regard to the course of the "Africa," that she had

had on her port-side a wind of more or less strength from noon to 7·30 p.m. on the day of the accident, the tendency of which would be to take the ship in a northerly direction.

Under such circumstances of uncertainty as to his real position, Captain Stone proceeded to approach the dangerous coast of Newfoundland on a night so thick and dark that neither the white breakers nor the high rocks could be seen until the ship was close upon them, without slackening his speed, or using his lead; and the result was, a casualty, which a very slight difference in the position of the ship, or the character of the rocks, or even in the structure or materials of the vessel, might have turned into a calamity as fatal as the wreck of the "Anglo-Saxon."

Under these circumstances the Board of Trade would be departing from the principles and practice which have uniformly guided them, and which they have endeavoured to impress upon the mercantile marine by repeated decisions and by published warnings, if, on the grounds stated in Captain Stone's memorial, they were to intimate any doubt as to the propriety of the conclusion to which the Court have come in the case of the "Africa."

The case made by the second memorial you inclose is founded principally on the excellent character and long and successful service of Captain Stone. The Board of Trade are glad to see that the court which tried the case did, in fixing a limit to the suspension of Captain Stone's certificate, give full weight to these considerations. But it is obvious that considerations such as these, while they have and ought to have due effect in mitigating a penal sentence, do not alter the character of the act which is under trial, or justify the court or this Board in treating a serious act of negligence as a matter of indifference. Reluctant as the Court or the Board of Trade may feel to visit with severity what may seem to be a mere act of negligence or error in judgment, it is their duty to remember that these cases derive their importance not from any criminal intention on the part of the defaulter, but from the fatal consequences of the default; and that the principal object of Parliament in committing these powers to them was to prevent the lamentable loss of life to which these defaults too often give rise. Under these circumstances the Board of Trade regret that they cannot comply with the prayer of the memorialists.

I inclose an accurate copy of the Report.

I am, &c.

Messrs. Duncans, Squarey & Blackmore,
10, Water-street, Liverpool.

(signed) *T. H. Farrer.*

— No. 7. —

The President of the Mercantile Marine Service Association, Liverpool, to the Secretary, Marine Department, Board of Trade.

66, Tower Buildings, Liverpool,
27 November 1863.

Sir,

I AM desired by the Council of the Mercantile Marine Service Association to request that you will submit the following remarks to the Lords of the Committee of Privy Council for Trade in reference to the recent sentence for the suspension of the certificate of Captain Stone, of the "Africa," in the hope that, upon consideration, their Lordships may see proper to reverse the sentence of the Court of Inquiry.

1st. The verbatim copy of the evidence given upon the occasion does not, the Council believes, upon a fair construction of it, afford grounds for the opinion of the nautical assessors, upon which the sentence was given.

2d. It was impossible to weigh the evidence in favour of Captain Stone against the opinion of the nautical assessors, who were not exposed to any cross-examination upon the reasons which led them to the conclusion on which the sentence was pronounced, while Captain Stone, the accused, was subjected to the strictest cross-examination, and, practically, their Lordships will see that he is condemned upon the assessors' interpretation of an admission extorted from him.

3d. An unprecedented alteration appears, upon reliable evidence, to have taken

place in the currents of the Gulf Stream, with the extent of which the assessors were and are not acquainted, and the extent of which is still very imperfectly known to any one.

4th. The soundings in the neighbourhood could not have told with certainty the position of the "Africa," had soundings been taken.

5th. The course pursued by Captain Harris in his cross-examination of Captain Stone, the questions put, and the opinions expressed by him in court appear to the Council to show that he considered himself somewhat in the position of a prosecutor as well as an assessor.

6th. The sentence states Captain Stone to have been guilty of a "culpable want of caution." The Council ventures to point out to their Lordships that a "culpable" fault is such as would expose Captain Stone to a prosecution and conviction had a passenger been injured, and the owners to a verdict against them, by shippers of goods. There appears no reason to suppose that this is or would be the case.

7th. It does not appear to the Council just to single out Captain Stone for inquiry, while the great majority of cases are not inquired into at all.

8th. The Council cannot suppose that it was the intention of the Legislature that in these inquiries the person, whose character and whose certificate depended upon the result, should be examined on oath against himself, as that is a procedure at variance with all the principles of jurisprudence; and with reference to the anomalous mode in which the charge is made, or rather elicited, during the inquiry, and the proceedings misconducted, the Council refer their Lordships to the circumstance that in inquiries before the Local Marine Boards, involving the suspension or cancelling of a certificate, a distinct charge must be made, and a copy of it handed to the accused at least 48 hours before the court sits.

I am, &c.
(signed) *Benj. Sproule*, President.

The Secretary, Marine Department,
Board of Trade, London.

— No. 8. —

(No. 13,795.)

The Secretary, Marine Department, Board of Trade, to the President of the Mercantile Marine Service Association, Liverpool.

Office of Committee of Privy Council for Trade,
Sir, Whitehall, 3 December 1863.

I am directed by the Lords of the Committee of Privy Council for Trade to acknowledge the receipt of your letter of the 27th ultimo, submitting, on behalf of the Council of the Mercantile Marine Service Association, Liverpool, observations with reference to the sentence lately passed by the Court of Inquiry into the case of the "Africa," whereby Captain Stone's certificate as master has been suspended.

I am to acquaint you that my Lords have received a memorial from Captain Stone appealing against the decision of the court, and my Lords have in their reply (in which they have entered fully into the circumstances of the case) informed Captain Stone that they do not feel themselves justified in interfering with the decision of the magistrate and his assessors.

I am, &c.
(signed) *T. H. Farrer.*

The President of the
Mercantile Marine Service Association,
Liverpool.

ROYAL MAIL STEAMER "AFRICA."

COPY of the EVIDENCE taken by the Court of Inquiry into the STRANDING of the British and North American Royal Mail Steamer "AFRICA," with the Decision of the Court; the OFFICIAL REPORT of the Stipendiary Magistrate; and the MEMORIALS, APPEALS, and LETTERS to the Board of Trade against the Decision of the Court of Inquiry, with the REPLIES of the Board of Trade.

(*Mr. Horsfall.*)

Ordered, by The House of Commons, *to be Printed,*
10 *June* 1864.

376.

Under 3 *oz.*

STEAM VESSELS.

RETURN to an Order of the Honourable The House of Commons, dated 14 March 1864;—*for*,

A RETURN, "in a TABULAR FORM, with Consecutive Numbers, of the whole of the STEAM VESSELS Registered in the United Kingdom on or before the 1st day of January 1864; stating, in separate Columns, the following Particulars:—Official Number of Vessel; Vessel's Name; Port of Registry; Date of Registry; Date of Build; Registered Owners; Dimensions of Vessels in Length and Breadth, and Depth of Hold; Tonnage (exclusive of Engine Room); and Gross Tonnage, distinguishing Vessels built of Iron, and Vessels having Screw Propellers; also distinguishing Vessels measured under the Merchant Shipping Act of 1854 from those measured under previous Acts; and Estimated Horse Power of their Engines, and giving the Aggregate Number of Vessels and Amount of Tonnage; with an INDEX for easy reference attached to it, giving the Names of the Vessels in Alphabetical Order, with Numbers to each, corresponding with the Consecutive Numbers in the Return (in continuation of Parliamentary Paper, No. 348, of Session 1863)."

(*Mr. Thomas Baring.*)

Ordered, by The House of Commons, *to be Printed*,
8 *June* 1864.

RETURN, in a TABULAR FORM, with Consecutive Numbers, of the whole of the STEAM VESSELS Registered in the United Kingdom on or before the 1st day of January 1864; stating, in separate Columns, the following Particulars: Official Number of Vessel; Vessel's Name; Port of Registry; Date of Registry; Date of Build; Registered Owners; Dimensions of Vessels in Length and Breadth, and Depth of Hold; Tonnage (exclusive of Engine Room), and Gross Tonnage, distinguishing Vessels built of Iron, and Vessels having Screw Propellers; also, distinguishing Vessels measured under the Merchant Shipping Act of 1854 from those measured under previous Acts; and Estimated Horse Power of their Engines, and giving the Aggregate Number of Vessels, and Amount of Tonnage; with an INDEX for easy reference attached to it, giving the Names of the Vessels in Alphabetical Order, with Numbers to each, corresponding with the consecutive Numbers in the Return (in continuation of Parliamentary Paper, No. 348, of Session 1863).

Vessels marked thus * have been measured previous to the Merchant Shipping Act of 1854.

No.	Official Number.	VESSELS' NAMES.	Port and Date of Registry.	Date of Build.	REGISTERED OWNERS.	DIMENSIONS.			TONNAGE.		Horse Power.	—
						Length.	Breadth.	Depth of Hold.	Exclusive of Engine Room.	Gross Tonnage.		
						Feet. 10*ths.*	*Feet.* 10*ths.*	*Feet.* 10*ths.*				
1	- -	*Beaver - - -	London - 1835	1835	Hudson's Bay Company - - -	101 4 in.	20 0	11 ½ in.	109	–	70	
2	257	*City of Hamburgh -	ditto - 1836	1834	General Steam Navigation Company - -	160 5	23 8	15 9	333	518	140	
3	413	*John Bull - -	ditto - „	1835	- - ditto - - - - - -	164 9	25 8	17 2	345	591	200	
4	24	*Caledonia - -	ditto - „	1836	- - ditto - - - - - -	178 0	26 9	17 7	423	707	220	
5	18	*Giraffe - - -	ditto - „	„	- - ditto - - - - - -	142 0	22 8	14 6	232	410	120	
6	477	*Clarence - - -	ditto - „	„	- - ditto - - - - - -	178 6	27 9	17 5	426	767	240	
7	180	*Rainbow - - -	ditto - 1838	1837	- - ditto - - - - - -	185 0	24 2	12 0	263	407	160	iron.
8	13,701	*Starlight - - -	ditto - 1839	1838	London, Westminster, and Vauxhall Steam Packet Company.	82 0	13 7	6 8	30	51	20	iron.
9	13,702	*Twilight - - -	ditto - „	„	- - ditto - - - - - -	82 0	13 5	6 8	30	51	24	iron.
10	13,704	*Bridegroom - -	ditto - „	1839	- - ditto - - - - - -	93 5	13 6	6 9	35	55	24	iron.
11	- -	Queen Victoria -	ditto - „	1837	Frederick Squire - - - -	83 6	10 9	6 2	35	52	—	
12	367	*Sir Edward Banks -	ditto - 1841	1826	General Steam Navigation Company - -	151 5	19 7	15 5	180	323	120	
13	397	*Vivid - - -	ditto - „	1835	- - ditto - - - - - -	156 9	22 1	14 7	228	429	180	
14	734	*Trident - - -	ditto - 1842	1841	- - ditto - - - - - -	192 7	28 7	19 4	645	971	280	
15	30,719	*Hindostan - -	ditto - „	1842	Peninsular and Oriental Company - -	217 6	35 8	30 1	972	2,017	520	
16	13,970	*Tagus - - -	ditto - „	1837	- - ditto - - - - - -	182 1	26 0	17 4	497	782	280	
17	4,256	*Grey Mare Meg -	ditto - „	1842	G. Inglis and another - - -	72 4	15 6	9 0	14	71	50	
18	930	*Magician - -	ditto - 1843	„	General Steam Navigation Company - -	146 9	20 0	10 1	96	175	110	iron.
19	27,110	*Royal Charter - -	ditto - „	1836	Peter Rolt - - - - - -	80 4	17 1	8 4	66	106	35	
20	15,862	*Monarch - - -	ditto - „	1833	William Watkins - - - -	64 10 in.	13 11 in.	7 0	26	–	20	
21	9,167	*Samson - - -	ditto - 1844	1837	Thames Steam Towing Company - -	84 0	15 9	9 1	34	88	60	
22	30,711	*Precursor - -	ditto - „	1841	Peninsular and Oriental Company - -	229 6	33 5	24 4	1,133	1,817	460	iron.
23	4,274	*Robert Bruce - -	ditto - „	1844	Caledonian Steam Towing Company - -	95 8	18 4	9 4	49	130	80	
24	6,199	*Victory - - -	ditto - „	1840	- - ditto - - - - - -	82 2	16 1	9 0	28	86	60	
25	6,168	*Souter Johnny - -	ditto - „	1836	- - ditto - - - - - -	82 7	15 8	9 4	37	86	40	
26	6,167	*Tam O'Shanter -	ditto - „	1834	- - ditto - - - - - -	76 0	15 6 in.	9 0	40	–	35	
27	6,198	*Sir William Wallace -	ditto - „	1841	- - ditto - - - - - -	98 1	17 9	10 0	47	128	80	

28	9,960	*Matrimony	ditto	„	1842	London, Westminster, and Vauxhall Steam Boat Company.	98	1	13	4	6	4	37	55	24	iron.
29	4,253	*New Unity	ditto	„	1844	C. C. Nelson and another	95	0	16	7	9	9	35	95	160	
30	40,565	*Teviot	ditto	„	1841	Royal Mail Packet Company	214	3	33	7	30	6	1,122	1,793	450	
31	260	*Triton	ditto	1845	1845	General Steam Navigation Company	163	0	23	4	13	7	205	358	120	
32	215	*William Jolliffe	ditto	„	1836	- - ditto	143	7	20	2	13	9	197	311	100	
33	10,681	*Samson	ditto	„	1843	James Matthews	83	5	16	3	9	0	31	90	40	
34	4,307	*Lass o'Gowrie	ditto	1846	1845	J. Jolliffe and another	71	2	15	1	8	6	23	67	40	
35	250	*Water Witch	ditto	„	1835	General Steam Navigation Company	156	5	22	3	15	0	276	481	180	
36	4,257	*Trinity	ditto	„	1844	T. Petley and others	85	2	16	7	10	4	36	103	80	
37	- -	*Emmanuel	ditto	„	1841	Overton and Hughes	80	0	10	6	7	0	20	45	—	
38	23,065	*Sibyl	ditto	1847	1844	Woolwich Steam Packet Company	114	5	13	5	6	9	58	82	32	iron.
39	23,066	*Dryad	ditto	„	1846	- - ditto	117	0	13	2	7	0	60	82	32	
40	24,733	*City of Boulogne	ditto	„	1838	G. Sichel	135	4	20	5	11	9	217	313	120	
41	31,183	*Pekin	ditto	„	1847	Peninsular and Oriental Company	214	7	29	7	18	6	759	1,182	400	iron.
42	25,136	*Conway	ditto	„	1846	Royal Mail Packet Company	186	5	28	4	19	5	580	930	300	
43	12,757	*Paul Pry	ditto	„	1847	William Watkins	80	0	15	5	8	7	43	83	35	
44	4,254	*Thomas Petley	ditto	„	1846	T. Petley and others	89	2	16	6	10	1	43	108	80	
45	9,072	*Highland Maid	ditto	„	„	Daniel Barker and others	66	2	13	0	8	0	18	49	22	
46	- -	*Tonbridge	ditto	„	1845	Frederick Partridge and others	70	2	11	4	6	7	13	41	—	
47	26,440	*Citizen (G.)	ditto	1848	1846	City Steam Boat Company	94	0	13	4	6	6	43	61	24	iron.
48	26,443	*Citizen (K.)	ditto	„	1847	- - ditto	103	5	12	3	6	4	58	75	24	iron.
49	26,434	*Citizen (A.)	ditto	„	1845	- - ditto	94	0	13	4	6	6	43	61	24	iron.
50	26,438	*Citizen (E.)	ditto	„	„	- - ditto	94	0	13	4	6	6	43	61	24	iron.
51	26,442	*Citizen (J.)	ditto	„	1847	- - ditto	103	5	12	3	6	4	58	75	24	iron.
52	26,435	*Citizen (B.)	ditto	„	1845	- - ditto	94	0	13	4	6	6	43	61	24	iron.
53	26,436	*Citizen (C.)	ditto	„	„	- - ditto	94	0	13	4	6	6	43	61	24	iron.
54	26,441	*Citizen (H.)	ditto	„	1847	- - ditto	95	0	13	5	6	3	40	57	24	iron.
55	26,444	*Citizen (L.)	ditto	„	„	- - ditto	103	5	12	3	6	4	58	75	24	iron.
56	26,439	*Citizen (F.)	ditto	„	1845	- - ditto	94	0	13	4	6	6	43	61	24	iron.
57	26,437	*Citizen (D.)	ditto	„	„	- - ditto	94	0	13	4	6	6	43	61	24	iron.
58	989	*Kent	ditto	„	1847	David Waddington	78	5	15	0	7	5	40	68	32	
59	988	*Essex	ditto	„	„	- - ditto	78	5	14	9	7	3	40	66	32	
60	6,169	*Dougal	ditto	„	„	Caledonian Steam Towing Company	76	3	14	1	9	4	37	76	60	
61	22	Albion	ditto	„	1848	General Steam Navigation Company	174	0	23	2	13	2	213	338	120	
62	15,872	*Fanny	ditto	1849	1842	Lee and Son	78	0	20	4	6	3	101	162	22	
63	15,874	*Hercules	ditto	„	1847	George Smith	85	9	22	9	9	9	104	294	25	
64	- -	*Disowned	ditto	„	1848	John M'Intosh	55	8	13	7	4	8	3	4	—	
65	25,126	*Trent	ditto	„	1841	Royal Mail Packet Company	212	0	32	8	30	0	1,236	1,857	450	
66	24,732	*Enterprise	ditto	„	1849	J. S. Rutter	83	0	9	0	5	0	9	29	30	iron.
67	25,154	*Bosphorus	ditto	„	„	W. Inman and others	173	6	24	3	14	6	330	446	80	
68	4,253	*Perseverance	ditto	„	„	Thomas Petley and others	97	0	17	7	10	8	57	147	100	
69	23,114	*Prince of Wales	ditto	„	1843	General Steam Navigation Company	180	0	21	0	10	0	139	246	136	iron.
70	46	*Lord John Russell	ditto	„	1846	W. H. Carey	120	4	22	8	12	0	207	255	40	iron.
71	23	Seine	ditto	„	1849	General Steam Navigation Company	175	0	23	3	13	1	212	336	120	iron.
72	25,144	*Thames	ditto	„	1841	Royal Mail Packet Company	212	0	33	0	30	3	1,255	1,889	450	
73	21	Rhine	ditto	„	1849	General Steam Navigation Company	190	2	25	8	14	6	278	441	140	iron.
74	- -	*Pottinger	ditto	„	1846	Peninsular and Oriental Company	220	3	34	5	20	9	890	1,350	450	iron.
75	82	*Sir Robert Peel	ditto	1850	„	W. H. Carey	124	0	22	9	11	8	234	282	40	iron, screw.

RETURN of Steam Vessels Registered in the United Kingdom on or before the 1st day of January 1864, &c.—*continued.*

No.	Official Number.	VESSELS' NAMES.	Port and Date of Registry.	Date of Build.	REGISTERED OWNERS.	DIMENSIONS. Length.	Breadth.	Depth of Hold.	TONNAGE. Exclusive of Engine Room.	Gross Tonnage.	Horse Power.	——
						Feet. 10*ths.*	*Feet* 10*ths.*	*Feet.* 10*ths.*				
76	13,902	*Derwent	London - 1850	1850	Royal Mail Packet Company	175 4	26 4	18 0	550	794	280	
77	16,173	*Vesta	ditto - „	1835	J. Howell	139 3	16 6	9 9	64	162	90	
78	13,954	*Euxine	ditto - „	1847	Peninsular and Oriental Company	222 7	29 4	18 5	729	1,165	400	iron.
79	735	*Tiger	ditto - „	1838	General Steam Navigation Company	162 0	25 6	16 9	379	606	242	
80	733	*Princess Royal	ditto - „	1841	- - ditto	177 7	25 4	17 8	494	748	200	
81	232	*Neptune	ditto - „	1837	- - ditto	173 0	24 8	17 1	364	600	200	
82	31,133	*Singapore	ditto - „	1850	Peninsular and Oriental Company	235 3	29 4	18 4	742	1,190	470	iron.
83	31,249	*Ganges	ditto - „	„	- - ditto	235 3	29 4	18 4	742	1,190	470	iron.
84	20	*Concordia	ditto - 1851	1851	General Steam Navigation Company	179 7	23 3	13 5	327	465	136	iron.
85	127	Panther	ditto - „	„	- - ditto	180 5	23 3	13 4	231	360	136	iron.
86	4,283	*Friend to all Nations	ditto - „	„	Thomas Petley and others	107 6	20 0	9 5	57	152	240	iron.
87	7,666	*Newhaven	ditto - „	1847	William Geach	153 0	21 2	11 0	148	259	80	
88	4,377	*Sir Robert Hawks	ditto - „	1835	James Walter	76 4 in.	15 2 in.	8 6 in.	44	- -	40	
89	4,375	*Commodore	ditto - „	1840	Shipowners' Towing Company	90 0	17 8	10 2	40	111	80	
90	4,374	*Goliath	ditto - „	1846	Brook & Mace	103 0	17 3	10 0	45	119	100	
91	14,792	*Severn	ditto - „	1851	— Farr	85 1	10 8	5 2	28	38	16	iron.
92	12,755	*John Lee	ditto - 1852	1844	William Watkins	90 2	17 0	9 0	35	104	120	
93	31,143	*Madras	ditto - „	1852	Peninsular and Oriental Company	232 9	31 6	21 2	606	1,185	274	
94	- -	*Wonder	ditto - „	1847	Nicola Vidovich	87 1	16 7	9 2	31	94	—	
95	25,130	*Magdalena	ditto - „	1851	Royal Mail Packet Company	266 0	38 1	33 5	1,617	2,567	800	
96	25,120	*Nymph	ditto - „	1852	Woolwich Steam Packet Company	123 6	14 5	6 9	58	88	36	
97	4,398	*Wave Queen	ditto - „	„	E. & J. T. Lawrence	209 6	15 0	8 7	113	203	100	iron.
98	4,282	*True Briton	ditto - „	„	Thomas Petley and others	79 0	16 0	9 4	41	95	120	
99	30,710	*Bombay	ditto - „	„	Peninsular and Oriental Company	234 0	31 4	21 2	608	1,186	274	iron, screw.
100	31,233	*Formosa	ditto - „	„	- - ditto	203 6	25 3	16 7	451	677	154	iron, screw.
101	13,832	*La Plata	ditto - „	1851	Royal Mail Packet Company	280 5	37 4	27 6	1,475	2,404	1,000	
102	26	Moselle	ditto - „	1852	General Steam Packet Company	198 5	25 5	14 6	349	516	150	iron.
103	14,895	*Bolton	ditto - „	1848	Jackson & Bean	68 4	14 0	8 2	19	55	25	
104	13,932	Avon	ditto - „	1842	Royal Mail Packet Company	247 7	34 5	30 1	1,156	1,834	440	
105	26,648	*Eversfield	ditto - „	1852	Henry Eversfield	60 5	17 3	6 7	35	51	30	screw.
106	- -	*Mystery	ditto - „	„	R. D. Ross and another	96 1	16 6	9 4	43	106	—	
107	17,488	*Surprise	ditto - „	„	Henry Winshurst	111 4	16 8	9 9	36	122	—	
108	8,214	*Irene	ditto - „	„	Corporation of Trinity House	157 0	20 8	11 5	149	271	160	
109	- -	*Otter	ditto - „	„	Hudson's Bay Company	122 0	20 3	12 2	145	214	—	screw.
110	9,068	*Paul Jones	ditto - „	1849	Daniel Barker and others	79 8	15 6	9 3	22	80	38	
111	23,059	*Sylph	ditto - „	1844	Woolwich Steam Packet Company	123 5	13 5	6 6	44	77	32	
112	4,372	*Sir Walter Scott	ditto - „	1852	Caledonian Steam Towing Company	103 4	16 7	10 3	53	76	70	
113	30,709	*Bengal	ditto - 1853	1853	Peninsular and Oriental Company	295 9	38 2	25 4	1,176	2,185	464	iron, screw.
114	26,494	*William Hutt	ditto - „	„	General Iron Screw Collier Company	164 5	26 1	14 9	426	531	70	iron, screw.

115	357	*Countess of Lonsdale	ditto	-	,,	1836	General Steam Navigation Company	-	-	174	0	24	7	17	4	396	616	200				
116	25,157	Valetta - - -	ditto	-	,,	1853	Peninsular and Oriental Company	-	-	225	0	27	6	17	0	570	833	400				
117	31,155	*Cadiz - - -	ditto	-	,,	,,	- - ditto - - - -	-	-	226	4	28	4	18	6	481	816	220	iron, screw.			
118	23,069	Elfin - - -	ditto	-	,,	,,	Woolwich Steam Packet Company	-	-	148	2	13	9	7	9	51	90	40				
119	11,390	*Clyde - - -	ditto	-	,,	1841	Royal Mail Packet Company	-	-	208	6	32	2	24	8	798	1,371	430				
120	183	*Hanover - - -	ditto	-	,,	,,	General Steam Navigation Company	-	-	168	0	22	0	16	3	326	520	180				
121	2,535	*Northumberland -	ditto	-	,,	1853	General Iron Screw Collier Company	-	-	163	2	26	2	15	3	439	521	70	iron, screw.			
122	3	Belgium - - -	ditto	-	,,	1850	General Steam Navigation Company	-	-	161	8	26	3	14	3	249	393	180				
123	9,069	*St. Michael - -	ditto	-	,,	1838	Daniel Barker and another	-	-	59	5	11	7	6	8	11	36	14				
124	23,388	*Cornelia - - -	ditto	-	,,	1853	T. M. Weguelin and another	-	-	144	6	19	4	13	7	215	289	60	iron, screw.			
125	16,379	*Dragon Fly - -	ditto	-	,,	,,	R. Brotherhood - - - -	-	-	55	2	11	5	7	5	19	32	8	iron, screw.			
126	13,833	Solent - - -	ditto	-	,,	,,	Royal Mail Packet Company	-	-	277	3	34	9	27	3	1,064	1,689	400				
127	155	Holland - - -	ditto	-	,,	,,	General Steam Navigation Company	-	-	165	3	26	0	13	6	241	383	180				
128	18,604	*Monarch - - -	ditto	-	,,	1830	Electric Telegraph Company	-	-	156	2	19	7	14	5	296	427	120				
129	9,134	*Caroline - - -	ditto	-	,,	1853	Thomas Jackson and others -	-	-	141	0	26	2	14	8	361	480	80	iron, screw.			
130	31,152	*Norna - - -	ditto	-	,,	,,	Peninsular and Oriental Company	-	-	242	4	28	4	18	7	613	970	230	iron, screw.			
131	- -	*Anita - - -	ditto	-	,,	,,	Magdalena Steam Navigation Company	-	-	129	6	18	6	6	2	62	113	80	iron.			
132	26,489	Jarrow - - -	ditto	-	,,	,,	General Iron Screw Collier Company	-	-	164	0	26	4	15	2	414	531	70	iron, screw.			
133	17,804	Queen of the French	ditto	-	,,	1845	South Eastern Railway Company	-	-	156	0	20	4	10	6	121	194	120	iron.			
134	17,303	Princess Helena -	ditto	-	,,	1846	- - ditto - - - - -	-	-	165	2	23	2	10	8	206	302	160	iron.			
135	17,327	Princess Maud -	ditto	-	,,	1844	- - ditto - - - - -	-	-	140	5	19	8	10	2	91	187	120	iron.			
136	17,306	*Princess Clementine -	ditto	-	,,	1846	- - ditto - - - - -	-	-	165	2	22	6	10	7	148	288	160	iron.			
137	17,308	Lord Warden - -	ditto	-	,,	1847	- - ditto - - - - -	-	-	168	0	23	3	11	0	197	307	160	iron.			
138	4,660	*Falcon - - -	ditto	-	,,	1853	J. V. Gooch - - - - -	-	-	152	8	26	8	15	1	354	488	160	iron, screw.			
139	18,220	*Halls - - -	ditto	-	,,	,,	H. W. Schneider - - - -	-	-	72	2	13	9	7	7	18	52	26				
140	40,555	Wye - - -	ditto	-	1854	,,	Royal Mail Packet Company	-	-	202	2	27	9	21	1	438	751	180	iron, screw.			
141	12,980	*Magnet - - -	ditto	-	,,	1854	James Thomas - - - - -	-	-	32	7	8	4	4	6	4	10	12	iron, screw.			
142	13,964	*Golden Fleece -	ditto	-	,,	,,	W. M. Holmes and another	-	-	280	0	42	3	33	0	2,091	2,768	300	iron, screw.			
143	26,524	*Tonning - - -	ditto	-	,,	1853	J. Houch - - - - - -	-	-	224	4	27	4	19	1	735	987	200	iron.			
144	4,279	Don - - -	ditto	-	,,	1841	William Watkins - - - -	-	-	72	2	14	9	8	4	17	56	30				
145	13,926	Atrato - - -	ditto	-	,,	1853	Royal Mail Packet Company	-	-	336	6	40	9	33	6	1,970	3,126	750	iron.			
146	23,249	*Caledonia - -	ditto	-	,,	1838	Daniel Barker and others	-	-	84	2	15	8	9	2	42	95	—				
147	12,754	*Victoria - - -	ditto	-	,,	1853	William Watkins - - - -	-	-	116	0	17	1	10	8	51	147	180				
148	20,326	*Bishop - - -	ditto	-	,,	,,	Corporation of Trinity House	-	-	69	0	14	0	8	6	27	66	30				
149	23,050	*Waterman (No. 2) -	ditto	-	,,	1844	Waterman's Steam Packet Company	-	-	118	3	14	2	7	1	62	85	36	iron.			
150	23,052	*Waterman (No. 4) -	ditto	-	,,	,,	- - ditto - - - - -	-	-	115	5	13	7	7	0	54	77	32	iron.			
151	23,054	*Sea Swallow - -	ditto	-	,,	1854	- - ditto - - - - -	-	-	153	7	15	6	7	0	96	128	60	iron.			
152	23,051	*Waterman (No. 3) -	ditto	-	,,	1844	- - ditto - - - - -	-	-	114	5	13	6	6	6	53	76	32	iron.			
153	609	*Pioneer - - -	ditto	-	,,	1854	General Steam Navigation Company	-	-	169	5	24	2	15	6	392	413	70	iron, screw.			
154	13,952	*Simla - - -	ditto	-	,,	,,	Peninsular and Oriental Company	-	-	330	4	37	9	27	0	1,178	2,441	640	iron, screw.			
155	5,146	*Ross D. Mangles -	ditto	-	,,	,,	General Iron Screw Collier Company	-	-	156	6	26	5	14	4	430	531	75	iron, screw.			
156	25,113	Tamar - - -	ditto	-	,,	,,	Royal Mail Packet Company	-	-	287	5	33	7	26	5	1,076	1,707	400				
157	- -	*Robert Bruce - -	ditto	-	,,	1852	Thomas White & Co. - - - -	-	-	71	3	13	6	7	6	18	51	—				
158	23,068	Oread - - -	ditto	-	,,	1854	Woolwich Steam Packet Company	-	-	151	5	14	9	7	2	71	103	50				
159	13,698	*Liffey - - -	ditto	-	,,	1852	Thames Steam Tug and Lighterage Company			78	2	14	3	6	7	25	62	40				
160	18,656	*Levant - - -	ditto	-	,,	1837	W. S. Andrews - - - - - -	-	-	169	5	23	9	17	6	395	695	300				
161	9,166	*Lion - - -	ditto	-	,,	1844	J. Jones & Co. - - - - - -	-	-	69	5	14	9	8	2	13	58	35				
162	25,118	*Nubia - - -	ditto	-	,,	1854	Peninsular and Oriental Company	-	-	289	3	38	0	27	4	1,033	2,096	450	iron, screw.			
163	25	Dragon - - -	ditto	-	,,	,,	General Steam Navigation Company	-	-	162	5	26	5	15	5	382	475	70				

RETURN of Steam Vessels Registered in the United Kingdom on or before the 1st day of January 1864, &c.—*continued.*

No.	Official Number.	VESSELS' NAMES.	Port and Date of Registry.	Date of Build.	REGISTERED OWNERS.	DIMENSIONS.			TONNAGE.		Horse Power.	—
						Length.	Breadth.	Depth of Hold.	Exclusive of Engine Room.	Gross Tonnage.		
						Feet. 10*ths.*	*Feet.* 10*ths.*	*Feet.* 10*ths.*				
164	9,086	*Rhenus	London - 1854	1854	J. Scott Russell	189 0	22 4	9 0	194	365	200	iron.
165	30,031	*Firefly	ditto - „	„	General Iron Screw Collier Company	157 2	25 7	14 1	404	500	80	iron, screw.
166	355	Pilot	ditto - „	„	General Steam Navigation Company	180 8	26 9	14 7	319	449	80	iron, screw.
167	9,983	*Champion	ditto - „	1846	J. Redhead	77 8	15 2	9 0	23	75	40	
168	6,170	*Caledonia	ditto - „	1854	Caledonian Steam Towing Company	102 0	16 4	10 7	48	124	70	
169	25,152	Parana	ditto - „	1851	Royal Mail Packet Company	300 0	36 8	33 1	1,720	2,730	800	
170	19,002	Paris	ditto - „	1852	H. P. Maples	165 0	20 1	9 2	132	210	120	iron.
171	12,781	*Contractor	ditto - „	1851	W. J. Thomas and others	74 0	15 1	8 7	29	74	25	
172	285	*Gibraltar	ditto - „	1854	Western Wood	208 5	26 5	22 8	669	985	120	iron, screw.
173	13,971	Tyne	ditto - „	„	Royal Mail Packet Company	296 6	36 2	27 1	1,207	1,916	400	iron.
174	191	*Retriever	ditto - „	„	African Steam Ship Company	155 4	21 3	12 7	245	322	50	iron, screw.
175	31,753	*Burra Burra	ditto - 1855	„	John Gladstone and another	150 8	23 3	11 9	196	321	80	iron, screw.
176	19,001	Rouen	ditto - „	1853	H. P. Maples	177 5	19 3	9 5½in.	136	212	120	iron.
177	4,620	*Amity	ditto - „	1854	Charles Capper	167 7	26 3	15 6	480	607	200	iron, screw.
178	26,251	*Chester	ditto - „	„	General Iron Screw Collier Company	159 4	26 6	14 5	441	568	70	iron, screw.
179	4,264	*Imperial	ditto - „	„	Robert Ford and others	152 0	27 0	14 9	386	482	80	iron, screw.
180	7,354	Wearmouth	ditto - „	1855	George Elliott	167 0	26 8	15 8	331	487	140	iron, screw.
181	21,176	*Waterman (No. 10)	ditto - „	1844	Waterman's Steam Packet Company	122 6	13 6	6 9	64	87	32	iron.
182	13,990	*Sultan	ditto - „	1847	Peninsular and Oriental Company	231 0	32 0	17 8	808	1,125	200	iron, screw.
183	78	*Lady Berriedale	ditto - „	1852	J. Ricketts and others	122 5	27 0	15 0	262	393	70	iron, screw.
184	469	*Derwent	ditto - „	1855	General Iron Screw Collier Company	195 5	26 5	15 0	433	560	140	iron, screw.
185	23,056	Dieppe	ditto - „	„	H. P. Maples	181 5	19 8	10 7	170	272	150	iron.
186	23,106	Waterman (No. 1)	ditto - „	1843	Waterman's Steam Packet Company	107 0	13 9	7 1	50	80	32	iron.
187	23,108	Waterman (No. 7)	ditto - „	1840	- - ditto	109 0	13 3	6 6	50	79	32	iron.
188	23,111	Waterman (No. 12)	ditto - „	1844	- - ditto	118 0	14 4	7 1	57	90	32	iron.
189	23,363	Robert Burns	ditto - „	1855	Edward Lawson and others	75 9	17 0	8 7	22	82	40	
190	24,519	Black Diamond	ditto - „	„	C. R. Fenwick and others	179 3	28 2	16 4	400	588	70	iron, screw.
191	24,691	Aid	ditto - „	„	Royal Harbour of Ramsgate Trust	89 2	18 0	9 9	16	112	50	
192	24,885	Sir Walter Raleigh	ditto - „	„	W. S. Andrews	128 9	20 0	8 1	130	180	50	iron.
193	26,428	London Pride	ditto - „	1847	C. W. Christie and another	101 1	13 7	5 6	45	72	48	iron.
194	26,429	Sunflower	ditto - „	„	- - ditto	100 0	13 0	6 5	44	70	24	iron.
195	25,874	Covenanter	ditto - „	1846	G. C. Frangludi	115 6	18 5	10 0	90	143	90	iron.
196	4,269	Vedra	ditto - „	1855	C. R. Fenwick	179 9	28 2	16 4	399	588	70	iron, screw.
197	4,610	Malakoff	ditto - „	1851	Robert Ford and another	193 6	25 1	13 3	374	593	240	iron.
198	4,634	Pera	ditto - „	1855	Peninsular and Oriental Company	303 5	42 1	27 1	1,261	2,014	450	iron, screw.
199	4,693	Sardinian	ditto - „	1855	Hugh Taylor and others	169 5	26 4	15 9	420	520	70	iron, screw.
200	26,901	Hutton Chaytor	ditto - „	„	General Iron Screw Collier Company	170 0	26 0	15 0	424	529	70	iron, screw.
201	6,131	Berwick	ditto - „	„	G. Elliott	183 3	27 1	15 9	365	537	80	iron, screw.
202	6,148	Susannah	ditto - „	1832	East India Dock Company	55 4	12 8	6 4	21	32	15	

203	4,356	Dolphin	ditto	„	1855	General Steam Navigation Company	197	0	28	2	16	3	394	626	100	iron.
204	12,765	Vulture	ditto	1856	„	G. V. Gooch and others	176	8	27	5	15	7	345	507	75	iron, screw.
205	12,779	Citizen (N)	ditto	„	1847	City Steamboat Company	101	0	11	9	6	3	44	62	24	iron.
206	12,780	Citizen (O)	ditto	„	1855	„ ditto	88	5	12	7	6	2	36	57	24	iron.
207	13,672	Leo	ditto	„	1847	General Steam Navigation Company	206	2	25	4	11	5	359	570	220	iron.
208	13,687	Charm	ditto	„	1855	James Holland and others	84	9	16	6	8	8	58	93	50	
209	13,748	Britannia	ditto	„	„	John Brodie and others	91	4	18	4	10	3	42	97	60	iron.
210	13,763	Britannia	ditto	„	1856	Western Wood	195	0	28	4	22	0	623	917	180	iron, screw.
211	14,741	Victoria Dock	ditto	„	„	William Smith	103	5	18	8	10	4	61	119	70	iron.
212	15,071	Jackall	ditto	„	„	James Thomas	54	6	11	1	5	8	7	22	15	iron, screw.
213	23,427	Eagle	ditto	„	1853	General Steam Navigation Company	200	0	24	1	11	3	205	325	130	iron.
214	26,445	Citizen (M)	ditto	„	1847	City Steamboat Company	105	0	13	5	6	5	55	75	24	iron.
215	16,357	Undine	ditto	„	1856	Duke of Sutherland	123	1	25	0	11	1	106	178	–	iron, screw.
216	16,394	Insolent	ditto	„	„	Board of Trade	106	5	22	1	7	5	115	174	60	screw.
217	16,379	Aden	ditto	„	„	Peninsular and Oriental Company	225	6	29	5	18	6	507	812	210	iron, screw.
218	16,954	Defiance	ditto	„	„	W. Watkins and others	81	0	17	7	9	0	37	83	40	iron.
219	16,956	Empress	ditto	„	1841	Charles Lungley	146	5	19	3	8	7	126	199	90	iron.
220	16,958	Germania	ditto	„	1856	General Steam Navigation Company	208	1	28	8	16	4	429	630	100	iron, screw.
221	16,983	Canning	ditto	„	„	D. M'Leod Gordon	145	5	23	1	14	3	107	326	160	iron.
222	16,991	Lyons	ditto	„	„	London, Brighton and South Coast Railway Company.	189	2	21	8	9	9	139	269	160	iron.
223	16,992	Orleans	ditto	„	„	„ ditto	187	2	21	6	9	9	138	270	160	iron.
224	5,709	Azof	ditto	„	1855	Peninsular and Oriental Company	214	1	27	6	18	6	476	700	180	iron, screw.
225	17,498	Blue Bell	ditto	„	1844	London and Westminster Steamboat Company	96	5	13	3	6	0	41	66	24	iron.
226	17,499	Lotus	ditto	„	1856	„ ditto	105	2	14	2	6	4	41	65	24	iron.
227	17,548	Water Sprite	ditto	„	1845	J. R. Greig	90	2	12	1	6	5	13	45	24	iron.
228	17,558	George Robert	ditto	„	1856	G. P. Bidder	90	8	16	8	8	3	35	76	40	iron, screw.
229	5,462	Baltic	ditto	„	1854	Calcutta and Burmah Steam Navigation Company.	185	2	26	4	14	4	338	497	100	iron, screw.
230	28,176	Ethiope	ditto	„	„	African Steam Ship Company	211	6	25	7	20	3	469	690	160	iron, screw.
231	8,293	Triumph	ditto	„	1856	R. D. Ross and another	89	8	16	9	9	0	19	81	80	
232	24,794	City of Paris	ditto	„	1850	Robert Ford	165	7	22	7	12	4	255	345	140	iron.
233	17,036	Express	ditto	„	1856	E. Gregory and others	88	9	18	6	10	1	38	94	50	iron.
234	10,160	Wonder	ditto	1857	„	W. J. Thomas and others	87	5	17	1	8	7	23	82	36	
235	770	Jupiter	ditto	„	1849	J. S. Forbes	165	5	18	3	8	8	92	145	80	iron.
236	11,396	Challenge	ditto	„	1856	James Deane	84	6	16	6	8	9	25	78	40	
237	12,887	Demetrius	ditto	„	„	Michael Spartali	185	6	26	1	14	6	418	527	70	iron, screw.
238	12,587	Victoria	ditto	„	„	Thames Steam Tug and Lighterage Company	92	3	16	1	7	6	59	86	24	iron, screw.
239	12,586	Albert	ditto	„	„	„ ditto	92	3	16	1	7	6	59	86	24	iron, screw.
240	11,922	River Queen	ditto	„	„	Richard Cattarns	112	1	13	9	6	3	44	71	24	iron.
241	12,589	Argus	ditto	„	„	Corporation of Trinity House	172	5	23	9	13	3	208	331	160	iron.
242	18,289	Bruiser	ditto	„	1854	General Steam Navigation Company	189	4	25	5	14	7	344	506	80	iron, screw.
243	12,874	Antagonist	ditto	„	1857	W. Watkins and others	83	3	17	0	8	8	21	80	50	iron.
244	15,352	Energy	ditto	„	1856	William Fletchers and others	95	7	19	4	10	5	30	115	60	
245	18,622	Leipzig	ditto	„	1857	H. T. Barker	179	5	26	4	16	3	452	591	70	iron.
246	15,595	Solva	ditto	„	„	Corporation of Trinity House	90	2	18	2	9	3	23	94	50	
247	15,598	William Swann	ditto	„	„	Thames Steam Tug and Lighterage Company	98	6	13	5	6	9	28	68	50	iron.
248	19,100	Blackwall	ditto	„	„	„ ditto	98	7	13	5	6	8	27	40	50	iron.
249	518	Alar	ditto	„	1847	H. P. Maples	138	0	17	8	9	1	86	150	80	iron, screw.

RETURN of Steam Vessels Registered in the United Kingdom on or before the 1st day of January 1864—*continued.*

No.	Official Number.	VESSELS' NAMES.	Port and Date of Registry.	Date of Build.	REGISTERED OWNERS.	DIMENSIONS. Length.	Breadth.	Depth of Hold.	TONNAGE. Exclusive of Engine Room.	Gross Tonnage	Horse Power.	—
						Feet. 10*ths.*	*Feet.* 10*ths.*	*Feet.* 10*ths.*				
250	674	Candia	London - 1857	1854	Peninsular and Oriental Company	- -	- -	- -	1,348	1,982	450	iron, screw.
251	18,730	William Cory	ditto - „	1857	Hugh Taylor and others	244 6	35 2	17 8	919	1,168	120	iron, screw.
252	19,598	Black Boy	ditto - „	„	Curtis & Co.	81 5	15 0	7 9	45	66	15	iron, screw.
253	19,600	Prince Frederick William.	ditto - „	„	J. S. Forbes	170 6	19 9	10 4	100	215	120	iron.
254	1,977	Propeller	ditto - „	1846	H. N. Penrice	66 8	9 8	5 4	16	31	16	experimental propeller.
255	19,885	Napoleon	ditto - „	1857	William Watkins	120 8	20 4	11 3	29	157	—	
256	19,887	Times	ditto - „	„	- - ditto	81 3	18 8	9 0	11	80	50	
257	20,187	Granada	ditto - „	„	Peninsular and Oriental Company	186 3	26 8	16 7	381	561	160	iron, screw.
258	20,475	Airedale	ditto - „	„	Inter-Colonial Royal Mail Packet Company	169 3	23 0	13 6	286	363	60	iron, screw.
259	23,478	Nemesis	ditto - „	„	Peninsular and Oriental Company	301 0	41 3	19 5	1,143	2,018	600	iron, screw.
260	20,067	Ariel	ditto - „	1844	Woolwich Steam Packet Company	125 1	14 4	7 4	56	89	40	
261	20,586	Wellington	ditto - „	1857	Daniel Barker and others	105 8	20 1	10 8	24	130	70	
262	3,270	Armenian	ditto - 1858	1855	African Steam Ship Company	243 3	30 5	20 5	662	974	200	
263	20,594	Sunbeam	ditto - „	1857	Edward Bates	133 6	25 0	9 0	205	225	45	iron, screw.
264	26,427	Dahlia	ditto - „	1845	London and Westminster Steamboat Company.	102 6	13 2	6 0	45	72	24	iron.
265	2,089	Euclid	ditto - „	1855	John Cook and others	73 6	15 7	8 2	22	62	25	
266	16,150	Alliance	ditto - „	1856	- - ditto	81 2	16 4	8 3	15	66	30	
267	21,166	Powerful	ditto - „	1857	W. J. Thomas and others	88 0	17 5	8 8	23	88	40	
268	19,872	Bulldog	ditto - „	„	Henry Hindmarsh and others	75 3	15 4	8 6	12	54	28	
269	21,173	Ella Constance	ditto - „	1858	Edward Corry and others	122 0	26 3	15 5	423	535	80	iron, screw.
270	21,175	Benares	ditto - „	„	Peninsular and Oriental Company	293 7	38 5	15 4	966	1,491	400	iron, screw.
271	21,393	Racer	ditto - „	1857	D. H. Young	44 1	8 8	8 9	11	17	26	
272	21,394	Plover	ditto - „	1858	Waterman's Steam Packet Company	125 9	14 2	6 5	39	63	32	iron.
273	16,788	Wunsbeck	ditto - „	1857	General Steam Navigation Company	184 1	27 5	16 2	406	597	86	iron, screw.
274	16,872	Athenian	ditto - „	1854	African Steam Navigation Company	243 0	31 0	21 2	650	1,057	200	iron, screw.
275	21,578	Salsette	ditto - „	1858	Peninsular and Oriental Company	293 8	38 5	15 4	965	1,491	400	iron, screw.
276	21,581	Camellia	ditto - „	„	London and Westminster Steamboat Company.	108 8	14 2	6 3	41	66	32	
277	21,583	Lucy	ditto - „	„	G. Collen	71 3	16 3	8 0	30	68	30	iron.
278	21,586	Queen Esther	ditto - „	„	G. Ford	69 0	15 6	6 9	50	63	16	iron, screw.
279	21,589	Nelson	ditto - „	„	Daniel Barker	99 0	18 0	8 7	22	88	40	
280	5,305	Courier	ditto - „	1850	Thomas Jackson and another	178 6	27 4	12 1	279	374	135	iron.
281	21,591	Prince Alfred	ditto - „	1854	Inter-Colonial Mail Packet Company	205 7	30 6	15 6	704	882	180	iron, screw.
282	21,595	Northam	ditto - „	1858	Peninsular and Oriental Company	274 0	34 7	14 9	905	1,330	400	iron, screw.
283	21,597	Jupiter	ditto - „	1857	Thames Steam Tug and Lighterage Company	111 6	12 2	6 3	27	43	30	iron.
284	21,600	Sir William Peel	ditto - „	1854	T. A. Corrie and another	247 6	35 1	27 5	1,044	1,536	300	screw.

285	21,890	Mazagon	-	-	ditto	-	„	1858	Peninsular and Oriental Company	-	-	97	0	17	1	7	5	54	86	45	iron.
286	21,894	Rainbow	-	-	ditto	-	„	„	Archibald Hamilton	-	-	130	0	16	3	6	9	79	111	60	steel.
287	21,893	Tasmanian	-	-	ditto	-	„	„	Royal Mail Packet Company	-	-	346	0	39	2	20	1	1,275	2,253	550	iron, screw.
288	16,161	Isabella	-	-	ditto	-	„	1856	George Smith	-	-	76	2	15	5	8	6	9	58	30	
289	22,164	Connector	-	-	ditto	-	„	1858	Jointed Ship Company	-	-	109	3	18	1	5	0	30	36	10	iron, screw.
290	7,416	Oneida	-	-	ditto	-	„	1855	Royal Mail Packet Company	-	-	306	8	38	9	19	2	1,372	2,285	530	iron, screw.
291	22,170	Resolute	-	-	ditto	-	„	1858	James Dean	-	-	102	3	18	7	10	0	38	121	60	
292	20,592	Long Ditton	-	-	ditto	-	„	1857	Jackson and Ford	-	-	68	2	11	7	7	0	14	33	15	screw.
293	22,171	Malta	-	-	ditto	-	„	1848	Peninsular and Oriental Company	-	-	285	8	39	0	20	8	940	1,943	500	iron, screw.
294	22,173	Ceylon	-	-	ditto	-	„	1858	- - ditto	-	-	306	1	40	9	17	8	1,374	2,021	450	iron, screw.
295	22,174	Labouchere	-	-	ditto	-	„	„	Hudson's Bay Company	-	-	185	4	26	1	14	9	320	507	160	
296	25,163	Bobolina	-	-	ditto	-	„	„	G. B. Carr and another	-	-	122	1	23	3	8	4	152	192	25	iron, screw.
297	18,192	Christina	-	-	ditto	-	„	1857	Michael Spartali	-	-	212	2	29	4	16	7	693	1,019	110	iron, screw.
298	25,171	Cologne	-	-	ditto	-	„	1858	General Steam Navigation Company	-	-	190	3	25	6	13	7	325	435	136	iron.
299	26,897	Pioneer	-	-	ditto	-	„	„	John Borradaile	-	-	149	4	25	2	7	3	193	247	70	iron.
300	4,373	Cock o' the North		-	ditto	-	„	1852	W. W. Bruce	-	-	96	2	20	8	10	2	63	140	120	
301	26,993	Queen	-	-	ditto	-	„	1858	D. Barker and others	-	-	101	3	18	2	8	9	20	88	44	
302	26,995	Behar	-	-	ditto	-	„	1855	Peninsular and Oriental Company	-	-	265	0	36	1	25	5	1,090	1,603	300	iron, screw.
303	26,996	Orissa	-	-	ditto	-	„	1856	- - ditto	-	-	264	6	35	9	26	6	1,120	1,647	300	iron, screw.
304	12,756	Punch	-	-	ditto	-	1859	1854	William Watkins and others	-	-	101	7	18	1	9	9	31	115	60	iron.
305	27,250	Nepaul	-	-	ditto	-	„	1858	Peninsular and Oriental Company	-	-	244	0	29	7	18	0	541	796	200	iron, screw.
306	9,490	Eider	-	-	ditto	-	„	1856	George Fleming	-	-	123	2	20	3	9	8	123	181	40	iron, screw.
307	20,138	Earl of Caithness		-	ditto	-	„	1857	J. Bremner	-	-	124	5	18	6	9	4	94	138	40	iron, screw.
308	27,194	Cockerell	-	-	ditto	-	„	1859	Richard Cory	-	-	59	8	12	2	5	6	19	28	12	iron, screw.
309	27,200	Ellora	-	-	ditto	-	„	1855	Peninsular and Oriental Company	-	-	261	2	36	2	25	8	1,093	1,607	350	iron, screw.
310	27,207	Jeddo	-	-	ditto	-	„	1859	- - ditto	-	-	277	3	35	8	16	2	1,110	1,632	450	iron, screw.
311	27,209	Tzamados	-	-	ditto	-	„	„	G. B. Carr and another	-	-	154	9	22	2	9	9	231	283	40	iron, screw.
312	27,208	Botassis	-	-	ditto	-	„	„	George Fleming and another	-	-	155	2	22	1	9	9	228	286	40	iron, screw.
313	27,211	Conservator	-	-	ditto	-	„	1858	Thames Conservancy	-	-	112	2	14	1	6	5	37	59	24	iron.
314	27,214	St. Michael	-	-	ditto	-	„	1859	Daniel Barker and another	-	-	63	2	13	4	6	9	6	32	18	
315	27,216	Enterprise	-	-	ditto	-	„	„	William Roxberry and others	-	-	114	8	19	2	9	9	55	147	70	iron.
316	27,224	Mersey	-	-	ditto	-	„	„	Royal Mail Packet Company	-	-	260	4	30	2	16	5	730	1,061	250	iron.
317	27,225	Doris	-	-	ditto	-	„	„	Woolwich Steam Packet Company	-	-	130	4	15	7	6	6	49	78	40	
318	27,228	Pilot	-	-	ditto	-	„	1858	Richard Davis and another	-	-	85	4	16	2	8	5	18	71	30	
319	25,663	Emeu	-	-	ditto	-	„	1854	Peninsular and Oriental Company	-	-	266	3	36	6	19	3	908	1,538	300	iron, screw.
320	9,965	Robert Lowe	-	-	ditto	-	„	„	W. S. Lindsay	-	-	247	0	35	2	18	7	1,278	1,475	80	iron, screw.
321	27,239	Long Ditton	-	-	ditto	-	„	1859	R. M. Philipps & Co.	-	-	54	6	11	0	6	1	14	20	20	screw.
322	934	Samuel Laing	-	-	ditto	-	„	1854	Hugh Taylor and others	-	-	190	2	26	8	15	6	472	606	70	iron, screw.
323	22,037	Uncle Sam	-	-	ditto	-	„	1849	W. and J. Watkins	-	-	107	0	20	3	10	9	77	159	80	
324	22,036	John Bull	-	-	ditto	-	„	„	- - ditto	-	-	96	0	18	2	9	7	50	115	60	
325	20,546	Victor	-	-	ditto	-	„	1857	- - ditto	-	-	136	3	20	2	11	8	78	219	100	iron.
326	3,570	Champion	-	-	ditto	-	„	1854	T. B. Morton	-	-	149	2	23	0	12	4	196	289	70	screw.
327	27,780	Milford Haven	-	-	ditto	-	„	1859	Ford & Co.	-	-	71	0	15	1	6	1	18	36	25	iron, screw.
328	27,781	Nelly	-	-	ditto	-	„	„	Henry Lee and Son	-	-	91	8	18	2	9	6	39	116	55	
329	27,784	Shannon	-	-	ditto	-	„	„	Royal Mail Packet Company	-	-	330	4	44	5	26	2	2,187	3,472	800	iron.
330	25,135	Vectis	-	-	ditto	-	„	1853	Peninsular and Oriental Company	-	-	229	5	30	4	16	9	473	751	260	
331	27,906	Modern Greece		-	ditto	-	„	1859	Z. C. Pearson	-	-	224	0	29	3	17	0	512	754	120	iron, screw.
332	27,174	Cosmopolitan	-	-	ditto	-	„	1852	General Steam Navigation Company	-	-	192	6	27	3	15	7	303	502	140	iron, screw.
333	4,687	Metropolitan	-	-	ditto	-	„	1853	- - ditto	-	-	196	8	27	6	16	3	308	521	140	iron, screw.

RETURN of Steam Vessels Registered in the United Kingdom on or before the 1st day of January 1864, &c.—*continued.*

No.	Official Number.	VESSELS' NAMES.	Port and Date of Registry.	Date of Build.	REGISTERED OWNERS.	DIMENSIONS. Length.	Breadth.	Depth of Hold.	TONNAGE. Exclusive of Engine Room.	Gross Tonnage.	Horse Power.	——
						Feet. 10ths.	*Feet. 10ths.*	*Feet. 10ths.*				
334	27,916	Delta	London - 1859	1859	Peninsular and Oriental Company	324 3	35 3	22 1	1,020	1,618	400	iron.
335	27,917	Cadiz	ditto - ,,	1858	Western Wood	196 7	30 1	18 2	602	761	90	iron, screw.
336	28,061	Patras	ditto - ,,	1859	Z. C. Pearson	152 8	20 4	12 2½	179	264	60	iron, screw.
337	28,062	Alarm	ditto - ,,	,,	Henry Hindmarsh and another	83 3	18 0	9 5	11	81	50	
338	27,199	China	ditto - ,,	1855	Peninsular and Oriental Company	279 0	36 4	22 9	1,367	2,010	400	iron, screw.
339	20,840	Little Eastern	ditto - ,,	1858	Samuel Williams	62 7	11 5	6 0	12	26	10	iron, screw.
340	7,459	Columbian	ditto - ,,	1855	Peninsular and Oriental Company	307 4	38 4	25 7	1,436	2,112	520	iron, screw.
341	28,084	Assam Nautilus	ditto - ,,	1859	Andrew Henderson	85 6	12 8	6 4	34	54	20	iron.
342	21,891	Great Eastern	ditto - ,,	1858	Great Ship Company	679 6	82 8	31 6	13,344	18,915	2,600	iron, screw, & paddle.
343	28,098	Fairy	ditto - 1860	1859	Woolwich Steam Packet Company	125 6	15 2	6 6	47	74	32	
344	28,352	Prince	ditto - ,,	,,	Daniel Barker and others	90 3	18 5	9 0	37	89	52	
345	28,354	John Penn	ditto - ,,	,,	J. S. Forbes	183 2	19 9	10 5	97	203	150	iron.
346	28,366	Alacrity	ditto - ,,	,,	Richard Cory	54 1	9 8	6 7	11	17	16	iron, screw.
347	24,638	Peninsula	ditto - ,,	1853	Western Wood	193 0	25 2	14 5	350	514	80	iron, screw.
348	17,309	Princess Mary	ditto - ,,	1844	South Eastern Railway Company	148 0	20 7	9 8	109	174	120	iron.
349	28,375	Boreas	ditto - ,,	1856	General Steam Navigation Company	174 5	24 3	13 6	280	412	80	iron, screw.
350	28,374	Massilia	ditto - ,,	1860	Peninsular and Oriental Company	309 9	36 1	22 3	1,033	1,640	400	iron.
351	28,383	Telegraph	ditto - ,,	1859	J. G. Sandford and others	82 0	17 1	8 3	14	74	32	iron.
352	28,390	Victoria	ditto - ,,	1860	L. H. Hazlewood and another	114 9	13 9	6 5	40	64	20	iron.
353	28,394	George Olympius	ditto - ,,	,,	George Gilbert	155 7	22 7	9 8	226	280	45	iron, screw.
354	28,736	Seine	ditto - ,,	1859	Royal Mail	331 6	44 1	33 0	2,167	3,440	800	iron.
355	28,745	Londos	ditto - ,,	1860	G. B. Carr and another	159 2	22 7	9 8	229	286	45	iron, screw.
356	10,162	Esther	ditto - ,,	1835	C. J. Mills	55 4	13 5	7 2	9	34	15	
357	28,393	Shamrock	ditto - ,,	1859	Atlantic Mail Steam Navigation Company	65 3	13 8	5 2	28	35	20	iron, screw.
358	20,452	Rover	ditto - ,,	1857	- - ditto	132 3	20 6	10 2	69	187	80	iron.
359	28,850	Leopard	ditto - ,,	1855	General Steam Navigation Company	172 1	24 0	13 5	254	374	80	iron, screw.
360	20,481	Artizan	ditto - ,,	1857	G. K. Stothert and others	200 1	25 5	15 5	370	544	100	iron, screw.
361	28,856	Lord Byron	ditto - ,,	1860	Z. C. Pearson	202 8	26 0	16 0	426	627	100	iron, screw.
362	28,859	Regas Ferreos	ditto - ,,	,,	G. Gilbert	172 0	22 3	9 5	235	288	60	iron, screw.
363	28,861	Ryhope	ditto - ,,	,,	Hugh Taylor and others	197 2	28 2	16 8	475	698	90	iron, screw.
364	28,865	Telegraph	ditto - ,,	,,	Red Sea and India Telegraph Company	129 2	17 0	11 2	89	131	40	iron, screw.
365	28,867	Rangoon	ditto - ,,	,,	Calcutta and Burmah Steam Navigation Company.	204 6	27 3	14 8	354	549	120	iron, screw.
366	7,629	Liberty	ditto - ,,	1843	Richard Davis and another	60 5	14 3	6 9	11	34	16	
367	29,020	Penelope	ditto - ,,	1860	E. W. Edwards	79 5	12 9	5 7	27	40	25	iron, screw.
368	29,029	Henry Morton	ditto - ,,	,,	Richard Cory	229 3	32 2	17 5	808	986	90	iron, screw.
369	7,521	Rothesay Castle	ditto - ,,	1854	Oriental Inland Steam Company	185 0	18 4	7 8	84	171	100	iron.
370	27,087	Rifle	ditto - ,,	1860	- - ditto	97 2	17 8	9 5	23	98	40	

371	29.369	Thule	ditto	1861	„	A. W. Young and another	144	9	23	0	12	0	135	216	80	iron, screw.
372	1,159	Antelope	ditto	„	1846	Atlantic Royal Mail Steam Navigation Company.	236	9	26	2	-	-	567	886	150	iron, screw.
373	21,572	Dolphin	ditto	„	1837	R. D. Ross	71	1	16	4	8	1	24	57	36	
374	27,735	Viborg	ditto	„	1859	H. P. Maples	95	5	16	2	8	4½	59	87	12	iron, screw.
375	19,891	Windermere	ditto	„	1857	H. W. Schneider and others	200	3	26	4	16	2	490	598	80	iron, screw.
376	29,387	Hibernia	ditto	„	1861	Atlantic Royal Mail Steam Navigation Company.	360	5	40	4	21	5	1,569	3,008	800	iron.
377	29,389	Columbia	ditto	„	„	- - ditto	369	8	40	1	28	6	1,625	2,913	1,000	iron.
378	29,395	Anglia	ditto	„	„	- - ditto	365	0	40	2	28	7	1,659	2,949	1,000	iron.
379	29,397	Mooltan	ditto	„	1860	Peninsular and Oriental Company	348	8	89	1	28	7	1,627	2,257	400	iron, screw.
380	22,021	Esk	ditto	„	1859	Cheeswright & Miskin	177	0	24	4	11	9	237	349	60	iron, screw.
381	29,759	Onda	ditto	„	1861	A. G. Robinson	231	5	31	8	16	7	797	969	100	iron, screw.
382	3,792	Margaret Ausley	ditto	„	1852	William Hockley and others	74	1	14	8	7	5	10	46	23	
383	14,943	Phœbe	ditto	„	1851	Intercolonial Royal Mail Steam Packet Company.	172	9	26	0	15	6	417	613	120	iron, screw.
384	9,186	Mitchells	ditto	„	1854	William Hockley and others.	85	4	17	0	8	7	34	83	47	
385	29,761	Newburn	ditto	„	1861	R. Cory and others	192	1	28	7	16	4	530	687	90	iron, screw.
386	29,766	Leonidas	ditto	„	„	Stefanos Xenos	205	5	29	5	12	7	507	602	100	iron, screw.
387	19,397	Start	ditto	„	1857	Charles Lungley	94	5	18	7	10	0	92	121	36	screw.
388	13,849	Indiana	ditto	„	1852	East India and London Shipping Company	253	7	38	9	25	7	1,623	2,093	300	iron, screw.
389	29,775	Volunteer	ditto	„	1861	Robert Green and another	105	0	13	9	6	4	42	59	20	iron.
390	25,134	Hydaspes	ditto	„	1852	East India and London Shipping Company	263	0	38	7	26	1	1,655	2,095	300	iron, screw.
391	29,785	City of London	ditto	„	1861	Euphrates and Tigris Steam Navigation Company.	164	7	24	0	4	7	119	169	70	iron.
392	7,127	Perth	ditto	„	1834	General Steam Navigation Company	167	2	27	6	17	7	375	595	240	
393	17,838	Circassian	ditto	„	1856	Z. C. Pearson	255	0	39	2	23	1	1,045	1,537	350	iron, screw.
394	29,793	Baron Hambro'	ditto	„	1861	Charles Lungley and others	182	0	25	1	14	5	360	490	70	iron, screw.
395	22,168	Vulcan	ditto	„	1858	Trustees of Ramsgate Harbour	108	0	19	1	9	6	81	149	60	iron.
396	7,887	Calcutta	ditto	„	1852	East India and London Shipping Company	258	0	40	2	-	-	1,482	2,124	300	iron, screw.
397	11,923	Lady Jocelyn	ditto	„	„	- - ditto	254	0	39	0	25	1	1,692	2,142	350	iron, screw.
398	29,786	Italia	ditto	„	1860	London and Mediterranean Steam Navigation Company.	219	0	28	2	16	3	518	683	150	iron, screw.
399	18,646	City of Norwich	ditto	„	1851	John Hoüch	220	2	27	2	19	9	663	862	200	iron.
400	29,795	Volunteer	ditto	„	1861	A. K. Thompson and another	122	7	17	7	9	2	144	181	40	iron, screw.
401	29,796	Edith	ditto	„	„	C. M. Webster and others	180	5	28	2	17	0	474	615	70	iron, screw.
402	29,799	Hero	ditto	„	„	W. Jolliffe and another	96	8	17	5	10	7	44	104	60	
403	17,000	Hawk	ditto	„	1854	J. V. Gooch and another	184	7	27	6	14	7	471	542	50	iron, screw.
404	17,305	Prince Ernest	ditto	„	1845	South Eastern Railway Company	183	1	22	4	11	4	172	272	150	iron.
405	20,125	Rifleman	ditto	„	1861	Robert Green and another	106	2	13	8	6	5	43	61	24	
406	20,126	Rover	ditto	„	„	Robert Mitchell and others	90	0	18	6	9	3	29	91	50	
407	25,121	Queen of the South	ditto	„	1852	East India and London Steam Shipping Company.	250	4	39	3	24	7	1,433	2,090	300	iron, screw.
408	43,926	Kent	ditto	„	1861	Charles Brownfield	78	4	17	5	9	1	18	71	35	
409	43,929	Haswell	ditto	„	„	Hugh Taylor and others	196	0	29	0	16	8	560	706	90	iron, screw.
410	43,930	Victoria	ditto	„	„	South Eastern Railway Company	208	5	24	0	11	5	217	358	220	iron.
411	43,933	Sir James Duke	ditto	„	„	John Fenwick and others	197	8	28	0	17	4	570	744	90	iron, screw.
412	43,934	Tom John Taylor	ditto	„	„	- - ditto	197	7	28	0	16	2	602	748	90	iron, screw.
413	43,942	Electric	ditto	„	„	Barrington Daines	81	1	17	0	8	6	12	72	30	iron.

RETURN of Steam Vessels Registered in the United Kingdom on or before the 1st day of January 1864, &c.—*continued.*

No.	Official Number.	VESSELS' NAMES.	Port and Date of Registry.	Date of Build.	REGISTERED OWNERS.	DIMENSIONS.			TONNAGE.		Horse Power.	—
						Length.	Breadth.	Depth of Hold.	Exclusive of Engine Room.	Gross Tonnage.		
						Feet. 10*ths.*	*Feet.* 10*ths.*	*Feet.* 10*ths.*				
414	43,945	Hawthorns	London - 1861	1861	R. Cory and others	199 0	28 0	17 4	575	743	90	iron, screw.
415	43,952	Midge	ditto - „	„	James Kitchener	60 0	12 6	6 8	9	27	25	iron, screw.
416	43,953	Thames	ditto - „	1847	James Anderson	131 7	24 4	13 5	238	291	40	screw.
417	20,192	England	ditto - „	1855	J. R. Yglesias	278 9	38 2	20 4	1,336	1,909	300	iron, screw.
418	43,958	Gladiator	ditto - „	1861	J. D. A. Samuda and another	197 3	26 6	16 2	481	598	100	iron, screw.
419	24,886	Vigilant	ditto - „	1855	Jonathan Dorning	160 7	22 1	11 5	190	280	60	iron, screw.
420	43,965	Hellenis	ditto - „	1861	Anglo-Ionian Steam Navigation Company	206 1	28 5	17 3	603	755	80	iron, screw.
421	46,971	Falcon	ditto - „	„	J. H. Gordon	202 2	28 1	16 2	569	676	80	iron, screw.
422	43,974	Stettin	ditto - „	„	Z. C. Pearson	169 5	27 2	15 5	360	480	90	iron, screw.
423	43,975	John Fenwick	ditto - „	„	Richard Cory and others	199 0	28 0	17 4	575	743	90	iron, screw.
424	23,243	Eagle	ditto - „	1855	William Wagstaff	187 8	28 0	15 0	447	548	60	iron, screw.
425	8,013	Waterloo	ditto - „	1854	General Steam Navigation Company	220 1	29 8	12 7	324	514	240	iron.
426	26,668	Pacific	ditto - „	„	A. J. Clark	254 3	32 6	23 6	932	1,480	500	iron.
427	29,762	Adriatic	ditto - „	„	Atlantic Royal Mail Steam Navigation Company.	345 9	50 0	24 1	1,737	3,670	1,400	
428	43,982	Annette	ditto - „	1861	Alexander Rimington	201 7	30 0	18 1	558	752	100	iron, screw.
429	43,984	Brunette	ditto - „	„	General Iron Screw Collier Company	178 4	28 0	16 3	481	618	80	iron, screw.
430	26,651	Vestal	ditto - 1862	1855	Corporation of the Trinity House	182 0	23 5	13 3	207	342	180	iron.
431	43,989	Onachita	ditto - „	–	T. S. Begbie	116 1	16 2	7 7	52	79	40	iron, screw.
432	19,738	Rouen	ditto - „	1857	Richard Cory and others	204 4	30 2	14 7	490	720	80	iron, screw.
433	44,004	Reiver	ditto - „	1861	Robert Jardine	305 5	31 2	17 7	778	1,189	400	iron.
434	22,061	Sir Walter Raleigh	ditto - „	1858	General Steam Navigation Company	168 5	20 6	10 4	150	239	100	iron.
435	44,010	Titan	ditto - „	1861	China and Japan Coast and River Steam Navigation Company.	120 8	19 5	9 9	90	156	70	iron.
436	25,125	Ripon	ditto - „	1846	Peninsular and Oriental Company	276 8	35 1	21 1	1,393	1,908	450	iron.
437	44,017	Regina	ditto - „	1862	H. J. Pickernell and others	206 5	26 1	17 2	497	665	90	iron, screw.
438	19,498	Fame	ditto - „	1857	E. J. Gilman and others	139 6	22 3	11 8	117	222	100	iron.
439	44,006	Macgregor Laird	ditto - „	1862	African Steam Ship Company	249 7	30 8	19 2	689	969	200	iron, screw.
440	26,216	Mauritius	ditto - „	1852	East India and London Shipping Company	261 0	39 0	25 7	1,452	2,135	300	iron.
441	44,827	Volga	ditto - „	1862	C. M. Norwood and others	194 4	28 7	14 8	578	694	80	iron, screw.
442	44,829	Martin	ditto - „	1860	Waterman's Steam Packet Company	116 8	14 2	6 9	41	65	32	iron.
443	5,893	Cumberland	ditto - „	1847	J. Yeomans and another	234 5	25 3	13 6	407	605	300	iron.
444	20,390	Norseman	ditto - „	1857	Sir S. M. Peto, Bart.	122 7	18 4	9 1	58	111	40	iron, screw.
445	44,831	Rona	ditto - „	1862	Robert Jardine	235 0	33 2	21 3	784	1,215	300	iron.
446	44,832	Minerva	ditto - „	„	H. J. Pickernell and others	206 5	26 1	17 2	497	665	90	iron, screw.
447	18,971	Argus	ditto - „	–	George Shaw	130 4	20 9	13 6	161	256	120	screw.
448	44,835	Dwina	ditto - „	1862	C. M. Norwood and others	194 4	28 7	14 8	578	695	80	iron, screw.
449	44,837	Naiad	ditto - „	„	Woolwich Steam Packet Company	130 3	14 5	6 4	55	77	36	
450	44,843	Samphire	ditto - „	1861	London, Chatham, and Dover Railway Company.	191 7	24 8	11 0	183	330	160	iron.

451	44,842	Maid of Kent	-	ditto	-	„	1861	London, Chatham, and Dover Railway Company.	191	7	24	6	11	4	191	335	160	iron.
452	44,848	Europa	-	ditto	-	„	1862	H. J. Pickernell and others	206	5	26	1	17	2	498	666	90	iron, screw.
453	19,457	Velocity	-	ditto	-	„	1857	General Steam Navigation Company	146	5	26	1	11	2	176	259	50	iron, screw.
454	19,460	Vigilant	-	ditto	-	„	„	- - ditto	146	6	21	2	11	2	175	257	50	iron, screw.
455	44,850	Lotus	-	ditto	-	„	1862	E. M. de Basche	202	0	27	1	15	2	461	595	135	iron.
456	44,855	George Peabody	-	ditto	-	„	„	Robert Green and another	109	7	14	0	6	4	45	62	24	iron.
457	44,856	Childe Harold	-	ditto	-	„	„	- - ditto	106	5	12	5	6	2	32	47	24	iron.
458	44,857	Warrior	-	ditto	-	„	1861	- - ditto	107	5	13	9	6	3	43	60	24	iron.
459	44,858	Black Prince	-	ditto	-	„	1862	- - ditto	109	7	14	0	6	4	45	62	24	iron.
460	44,845	Merrimac	-	ditto	-	„	1861	Joseph Spence	219	0	30	0	10	3	537	723	200	iron.
461	44,863	Indore	-	ditto	-	„	1862	Dadabhai Naoroji	261	6	31	3	21	1	679	1,021	250	iron, screw.
462	44,864	John Bright	-	ditto	-	„	„	- - ditto	261	6	31	3	21	1	677	1,023	250	iron, screw.
463	44,865	Claud Hamilton	-	ditto	-	„	„	Intercolonial Mail Steam Packet Company	200	2	28	2	16	5	529	668	100	iron, screw.
464	44,867	Sunbeam	-	ditto	-	„	1861	Louis Twysden	92	1	16	2	10	2	49	72	20	iron, screw.
465	3,621	Chanticleer	-	ditto	-	„	1853	M. F. Bremer and others	186	8	26	1	16	1	421	539	86	iron, screw.
466	44,987	Azalea	-	ditto	-	„	1862	London and Westminster Steam Boat Company	94	0	14	3	6	2	34	49	20	iron.
467	23,247	Tynemouth	-	ditto	-	„	1854	W. S. Lindsay and another	246	4	34	1	18	6	1,143	1,410	140	iron, screw.
468	44,868	Congress	-	ditto	-	„	1857	J. R. Yglesias	281	1	38	0	19	3	1,164	1,732	500	iron, screw.
469	16,709	Queen of the Belgians		ditto	-	„	1844	South Eastern Railway Company	164	0	21	2	10	7	144	207	120	iron.
470	44,988	Queen	-	ditto	-	„	1862	Samuel Williams	56	6	12	1	6	6	9	27	25	iron, screw.
471	28,652	Arrow	-	ditto	-	„	1860	A. Gabrielli	94	1	17	7	9	4	23	90	48	
472	44,992	Vittorio	-	ditto	-	„	1862	- - ditto	89	1	17	2	8	8	30	77	48	
473	45,002	Shaftesbury	-	ditto	-	„	„	John Smethwaite	200	0	28	7	16	8	524	681	120	iron, screw.
474	27,705	Resolute	-	ditto	-	„	1859	Antonio Gabrielli	83	3	16	5	8	8	15	67	35	
475	45,007	London	-	ditto	-	„	1862	Western Wood and others	240	0	30	6	25	4	994	1,299	120	iron, screw.
476	45,008	Fortuna	-	ditto	-	„	„	H. J. Pickernell and others	206	5	26	1	17	2	497	666	90	iron, screw.
477	45,011	Scud	-	ditto	-	„	1861	E. L. Betts	222	9	26	3	13	4	286	482	240	iron.
478	45,012	Petrel	-	ditto	-	„	1862	- - ditto	223	7	26	7	13	5	302	503	240	iron.
479	45,014	Beacon	-	ditto	-	„	„	Corporation of the Trinity House	135	3	22	2	12	5	153	234	120	iron.
480	24,758	Alhambra	-	ditto	-	„	1855	Moss Joshua	209	3	27	1	16	3	497	766	140	iron, screw.
481	45,017	Harriet Pinckney	-	ditto	-	„	1862	Robert Hamilton	191	3	28	9	17	3	571	715	90	iron, screw.
482	45,019	Corcyra	-	ditto	-	„	„	Anglo-Ionian Steam Navigation Company	204	4	28	5	17	3	637	794	100	iron, screw.
483	45,020	Medusa	-	ditto	-	„	„	W. S. Lindsay	189	4	29	2	16	9	464	602	80	iron, screw.
484	45,021	Albert Edward	-	ditto	-	„	„	South Eastern Railway Company	205	3	24	0	11	5	222	365	220	iron.
485	29,075	Experiment	-	ditto	-	„	1859	Labuan Coal Company	83	4	15	5	8	0	9	66	24	iron.
486	45,027	Dwina	-	ditto	-	„	1862	George Fleming	220	2	29	3	16	9	672	823	90	iron, screw.
487	25,174	Amazon	-	ditto	-	„	1858	Henry Bake	176	8	27	3	15	4	474	562	80	iron, screw.
488	45,028	Elgin	-	ditto	-	„	1862	China and Japan Coast and River Steam Navigation Company.	208	3	26	0	14	3	396	555	120	iron, screw.
489	27,561	Czar	-	ditto	-	„	1859	Alexander Carnegie	121	8	21	1	10	3	116	184	100	iron.
490	11,089	Oracle	-	ditto	-	„	1857	David Oates	92	8	17	2	8	8	27	93	50	iron.
491	45,045	Prince of Hesse	-	ditto	-	„	1848	Henry Robinson	75	0	15	8	8	3	21	58	130	
492	27,907	Chevy Chase	-	ditto	-	„	1859	General Steam Navigation Company	247	2	28	6	16	1	610	810	285	iron.
493	24,210	Arno	-	ditto	-	„	1850	- - ditto	195	7	27	8	16	6	485	621	275	iron, screw.
494	45,001	Neptune	-	ditto	-	„	1862	L. Green and another	201	2	28	3	16	3	541	659	80	iron, screw.
495	28,494	Giraffe	-	ditto	-	„	1860	Edward Pembroke	270	2	26	1	13	0	360	677	290	iron.
496	21,368	Admiral Kanaris	-	ditto	-	„	1858	George Duncan	195	4	34	4	18	7	764	928	90	iron, screw.
497	45,069	Fusi Yama	-	ditto	-	„	1862	Hon. H. A. Coventry	214	3	29	3	20	5	711	899	135	iron, screw.

RETURN of Steam Vessels Registered in the United Kingdom on or before the 1st day of January 1864, &c.—*continued.*

No.	Official Number	VESSELS' NAMES.	Port and Date of Registry.	Date of Build.	REGISTERED OWNERS.	DIMENSIONS. Length.	Breadth.	Depth of Hold.	TONNAGE. Exclusive of Engine Room.	Gross Tonnage.	Horse Power.	—
						Feet. 10*ths.*	*Feet.* 10*ths.*	*Feet.* 10*ths.*				
498	26,377	Sydney Hall	London - 1862	1854	Mountjoy Pearse and another	176 1	24 2	15 8	357	461	80	iron, screw.
499	13,620	Alice	ditto - „	1846	Daniel Barker	74 0	14 7	8 5	15	60	30	
500	45,074	Flora	ditto - „	1862	Edward Pembroke	161 3	22 5	12 4	190	306	120	iron, screw.
501	29,378	Newsky	ditto - „	1861	R. M. Phillipps	172 5	27 1	12 3	338	425	70	iron, screw.
502	43,681	Princess Royal	ditto - „	„	J. F. Sichel	200 5	28 2	15 5	494	652	150	iron, screw.
503	43,825	Peterhoff	ditto - „	1862	Joseph Spence	220 2	29 3	16 9	669	820	90	iron, screw.
504	45,754	Clan Alpine	ditto - „	„	Robert Jardine	288 5	33 1	22 8	942	1,516	400	iron.
505	45,755	Granite City	ditto - „	„	Edward Pembroke	167 0	22 1	15 8	327	464	100	iron.
506	45,756	Emma	ditto - „	„	T. S. Begbie	164 5	21 2	11 1	192	279	100	iron, screw.
507	15,670	Secret	ditto - „	1850	R. D. Ross and another	96 6	18 3	10 5	45	107	100	
508	7,624	Beacon	ditto - 1863	1837	W. H. F. Elliot	112 0	21 4	11 7	135	210	70	
509	45,767	Gertrude	ditto - „	1863	T. S. Begbie	164 4	21 2	11 1	191	278	100	iron, screw.
510	19,287	Hamburg	ditto - „	1857	General Steam Navigation Company	180 5	25 2	13 6	305	439	90	iron, screw.
511	45,768	Prince Alfred	ditto - „	1862	J. Cawood	100 2	21 2	10 1	83	145	80	iron.
512	45,772	Haullier	ditto - „	„	R. Cory	60 0	12 1	6 1	15	30	25	iron, screw.
513	45,773	Tugwell	ditto - „	„	- ditto	59 9	12 1	6 1	15	30	25	iron, screw.
514	45,781	Fokien	ditto - „	1863	H. J. Dring	142 0	26 2	11 1	146	274	150	iron.
515	28,852	Colocotronis	ditto - „	1860	J. Cunliffe	172 0	22 3	9 5	235	287	60	iron, screw.
516	44,199	Bahama	ditto - „	1862	F. Chapman	226 0	29 2	20 4	716	889	135	iron, screw.
517	45,786	Poonah	ditto - „	„	Peninsular and Oriental Company	334 9	40 9	19 5	1,478	2,152	500	iron, screw.
518	594	Saxon	ditto - „	1854	M. F. Bremer and others	167 0	24 6	15 6	335	395	40	iron, screw.
519	45,793	Sir Harry Parkes	ditto - „	1863	C. Shaw	200 8	29 4	16 5	542	685	110	iron, screw.
520	28,088	Colletis	ditto - „	1856	J. Cunliffe	159 4	23 2	13 0	216	318	60	iron, screw.
521	45,799	Warrior	ditto - „	1863	J. Cook and others	94 6	17 6	9 2	41	98	44	iron.
522	47,294	Alexandra	ditto - „	„	J. R. Welch	162 0	24 3	12 2	273	349	80	iron, screw.
523	47,298	Carnatic	ditto - „	1862	Peninsular and Oriental Company	294 7	38 1	17 6	1,254	1,776	400	iron, screw.
524	47,303	Kate	ditto - „	1863	E. J. Lomnitz	176 7	22 5	12 3	345	455	120	iron, screw.
525	47,310	Auckland	ditto - „	„	Intercolonial Steam Packet Company	212 8	28 0	16 3	533	699	150	iron, screw.
526	6,837	Earl of Aberdeen	ditto - „	1847	General Steam Navigation Company	215 3	28 1	18 3	611	820	380	iron.
527	47,316	Venus	ditto - „	1863	F. Muir	239 5	26 1	10 8	366	530	240	iron.
528	18,765	Thane	ditto - „	1858	E. M. Tobias	109 0	18 7	9 7	119	153	20	iron, screw.
529	47,333	Kestrel	ditto - „	1862	J. Yeomans	200 4	28 2	16 3	540	657	80	iron, screw.
530	47,339	Hebe	ditto - „	1863	F. Muir	176 5	22 5	12 3	340	449	120	iron.
531	47,340	Seine and Tamise, No. 2	ditto - „	1862	J. H. Baxendale	129 7	25 9	9 6	213	277	40	iron, screw.
532	47,341	Patsie	ditto - „	1859	A. B. Brandram	46 1	9 6	5 0	7	13	8	screw.
533	43,650	Robert Scott	ditto - „	1863	E. T. Hankey	83 2	16 7	9 0	23	75	32	
534	47,351	Renown	ditto - „	„	M. Martin and others	118 0	19 2	9 9	91	163	100	iron.
535	47,356	Prince	ditto - „	„	S. Williams	55 0	12 0	6 5	8	26	25	iron, screw.
536	47,354	Hansa	ditto - „	1858	F. Muir	177 5	22 2	12 1	258	383	180	iron.

537	47,359	City of London	ditto	„	1863	C. C. Nelson	114	5	19	1	10	2	66	143	140	iron.
538	47,370	James Joicey	ditto	„	„	J. Joicey and others	200	6	28	1	16	8	536	695	90	iron, screw.
539	47,372	Janet Tennant	ditto	„	„	W. E. Cooke and another	174	5	22	5	7	2	144	206	75	iron.
540	47,374	Yeddo	ditto	„	„	W. R. Adamson and another	171	7	24	7	12	2	294	370	85	iron, screw.
541	47,376	Rangoon	ditto	„	„	Peninsular and Oriental Company	294	9	38	1	17	6	1,253	1,776	400	iron, screw.
542	45,055	Justitia	ditto	„	1862	R. Laming and another	201	3	29	1	17	2	616	783	120	iron, screw.
543	47,379	Sea Hawk	ditto	„	1839	J. Roberts	176	4	33	1	16	4	316	656	320	
544	28,362	Saxonia	ditto	„	1856	J. L. Hadley and others	162	4	24	3	13	1	243	358	80	iron, screw.
545	47,380	Don	ditto	„	1862	F. Muir	175	2	22	7	12	1	244	353	120	iron, screw.
546	15,690	Prince Albert	ditto	„	1842	S. H. Bezland	154	4	19	6	9	2	116	171	21	iron, screw.
547	47,384	Shooey Leen	ditto	„	1863	P. Bell and another	216	0	27	8	16	4	493	659	160	iron, screw.
548	22,097	Flora	ditto	„	1858	Mercantile Trading Company	215	5	25	7	13	5	360	571	260	iron.
549	47,391	Mona	ditto	„	1863	China and Japan Steam Navigation Company	188	7	28	3	17	3	542	693	100	iron, screw.
550	43,634	Childe Harold	ditto	„	1862	G. Furness	73	2	14	4	7	7	16	45	30	
551	27,778	Ida	ditto	„	1858	T. Norton	137	7	20	2	-	-	171	221	50	iron, screw.
552	45,009	La Plata	ditto	„	1862	A. G. Robinson	249	6	30	5	21	9	1,006	1,195	150	iron, screw.
553	47,399	Aurora	ditto	„	1863	H. J. Pickernell and others	210	8	28	3	17	0	533	698	99	iron, screw.
554	47,401	Typhoon	ditto	„	1839	G. W. Bremner and another	166	3	32	4	19	8	316	659	240	
555	47,404	Annette	ditto	„	1863	W. Watkins	108	0	18	0	10	3	44	118	60	iron.
556	19,362	Scotia	ditto	„	1857	G. B. Carr and another	241	2	32	4	20	6	1,021	1,196	120	iron, screw.
557	28,840	Heroine	ditto	„	1862	E. Pembroke	181	6	19	1	6	9	109	158	80	iron.
558	47,408	Ladoga	ditto	„	1863	C. M. Norwood and others	196	0	29	0	13	5	636	744	80	iron, screw.
559	47,411	Alexandra	ditto	„	„	London and Mediterranean Steam Navigation Company.	225	8	30	2	18	0	618	813	150	iron, screw.
560	20,778	Asia	ditto	„	1858	G. B. Carr and another	226	0	32	9	20	2	923	1,093	120	iron, screw.
561	29,393	Palikari	ditto	„	1861	ditto	243	8	31	8	19	4	891	1,117	140	iron, screw.
562	47,413	Scotia	ditto	„	1863	Caledonian Steam Towing Company	132	4	21	1	11	8	111	209	100	
563	27,658	Fideliter	ditto	„	1859	Vancouver Coal Mining Company	121	0	18	4	8	5	96	142	40	iron, screw.
564	28,743	Mavrocordatos	ditto	„	1860	G. B. Carr and another	232	8	33	4	19	5	929	1,167	200	iron, screw.
565	47,417	Syren	ditto	„	1863	A. Lamb	169	3	24	0	8	4	169	258	120	iron.
566	47,418	Dee	ditto	„	„	F. Muir	175	4	23	5	12	4	216	324	120	iron, screw.
567	47,420	Breeze	ditto	„	„	London, Chatham, and Dover Railway Company.	190	6	25	2	11	5	195	340	160	iron.
568	47,427	John M'Intyre	ditto	„	„	R. Cory	226	0	32	0	16	9	798	985	198	iron, screw.
569	47,428	Elizabeth	ditto	„	„	T. Savin	118	4	19	9	6	4	87	118	30	iron.
570	47,429	Latona	ditto	„	„	H J. Pickernell and others	212	0	28	2	16	9	534	699	99	iron, screw.
571	23,272	Powerful	ditto	„	1855	G. B. Carr and another	188	0	27	7	16	5	633	932	120	iron, screw.
572	47,436	Wanganui	ditto	„	1863	G. Duncan	144	9	20	9	9	4	165	207	50	iron, screw.
573	47,437	George Elliot	ditto	„	„	G. Elliot and another	200	4	28	9	16	6	549	692	110	iron, screw.
574	47,440	Pelican	ditto	„	„	M. Samuelson	-	-	-	-	-	-	329	429	110	steel, screw.
575	28,106	Kelpie	ditto	„	1860	Peninsular and Oriental Company	70	6	10	2	6	0	7	24	9	iron, screw.
576	48,507	Success	ditto	„	1863	J. Mitchell and another	91	0	17	9	9	2	28	94	50	iron.
577	48,510	Clotilda	ditto	„	„	London and Mediterranean Steam Navigation Company.	214	1	28	0	16	4	533	707	150	iron, screw.
578	48,511	Marshland	ditto	„	„	G. Cunliffe	166	3	22	5	11	1	260	327	50	iron, screw.
579	48,514	Wo Kee	ditto	„	„	G. Duncan and another	186	5	26	0	14	7	412	526	80	iron, screw.
580	48,515	You Yangs	ditto	„	1856	A. G. Robinson and another	185	2	27	9	15	0	474	583	90	iron, screw.
581	17,690	Forth	ditto	„	1855	General Steam Navigation Company	178	0	24	3	13	9	311	401	80	iron, screw.
582	48,520	Wave	ditto	„	1863	London, Chatham, and Dover Railway Company.	190	4	24	7	11	5	195	340	160	iron.

RETURN of Steam Vessels Registered in the United Kingdom on or before the 1st day of January 1864, &c.—*continued.*

No.	Official Number.	VESSELS' NAMES.	Port and Date of Registry.	Date of Build.	REGISTERED OWNERS.	DIMENSIONS. Length.	Breadth.	Depth of Hold.	TONNAGE. Exclusive of Engine Room.	Gross Tonnage.	Horse Power.	—
						Feet. 10*ths.*	*Feet.* 10*ths.*	*Feet.* 10*ths.*				
583	48,521	Foam	London - 1863	1862	London, Chatham, and Dover Railway Company.	225 0	26 7	13 8	293	497	240	iron.
584	48,519	Ellen Sinclair	ditto - „	1863	J. O. Phillips and others	189 1	27 5	16 3	505	632	90	iron, screw.
585	48,525	Ceres	ditto - „	„	F. Muir	175 4	23 5	12 4	270	375	120	iron, screw.
586	48,528	City of Petersburg	ditto - „	„	G. Campbell and others	228 6	25 2	13 5	426	601	250	iron.
587	48,537	Earl de Grey	ditto - „	„	H. E. Chapman	206 6	28 2	16 2	596	724	90	iron, screw.
588	48,538	Presto	ditto - „	„	Mercantile Trading Company	211 7	23 0	9 4	164	296	160	iron.
589	48,543	Otago	ditto - „	„	Intercolonial Steam Packet Company	236 0	26 8	15 6	457	645	150	iron, screw.
590	48,547	Sea King	ditto - „	„	W. Wallace and others	222 2	32 6	20 6	790	1,018	200	iron, screw.
591	48,551	John Liddell	ditto - „	„	J. Liddell and others	196 9	28 0	16 9	562	699	90	iron, screw.
592	48,554	Scylla	ditto - „	1857	R. G. Coleman	192 7	29 6	14 1	233	529	350	screw.
593	48,553	Wave Queen	ditto - „	1863	A. Wilson	211 8	26 1	16 2	464	622	100	iron, screw.
594	22,542	Midge	ditto - „	1858	S. J. Pittar	97 2	18 0	9 4	56	98	24	screw.
595	48,556	Fanny Lambert	ditto - „	1863	R. Cory and others	201 0	28 1	16 8	537	699	90	iron, screw.
596	48,559	Aziz	ditto - „	„	S. O. Pitzipios	171 8	24 7	12 2	320	403	80	iron, screw.
597	11,872	Orwell	ditto - „	1839	A. Lamb	148 6	22 2	9 5	103	192	80	iron.
598	48,563	Alexandra	ditto - „	1863	London and North Western Railway Company	226 6	28 3	16 0	546	772	320	iron.
599	48,566	Index	ditto - „	„	E. P. Stringer and another	208 8	25 7	11 5	362	469	160	iron.
600	48,567	Lady Elgin	ditto - „	1847	G. H. Harrington and another	145 0	23 2	14 3	197	323	160	
601	48,568	Syria	ditto - „	1863	Peninsular and Oriental Company	312 5	36 0	18 5	1,420	1,932	450	iron.
602	48,569	Vesta	ditto - „	„	F. Muir	175 4	23 4	12 4	262	371	120	iron, screw.
603	48,573	Nutfield	ditto - „	„	G. P. Stringer and another	224 2	26 6	12 6	403	531	160	iron.
604	48,575	Golconda	ditto - „	„	Peninsular and Oriental Company	314 5	38 3	18 7	1,253	1,909	400	iron, screw.
605	48,589	Alexandra	ditto - „	„	M. Martin and others	94 2	17 6	9 8	60	124	50	iron.
606	48,590	Alford	ditto - „	„	W. Mort	216 0	28 2	16 9	638	771	90	iron, screw.
607	48,597	Emily	ditto - „	„	W. Boyle	181 0	22 4	12 1	253	355	80	iron, screw.
608	48,600	Blonde	ditto - „	„	General Iron Screw Collier Company	177 2	28 4	15 3	497	610	80	iron, screw.
609	48,646	Tim Sin	ditto - „	„	G. Barnet and another	241 3	26 0	12 8	611	774	140	iron.
610	9,531	Rose	ditto - „	1851	D. Macgregor	125 3	18 4	9 3	68	129	70	
611	48,648	Minnie	ditto - „	1863	W. Boyle	181 1	22 4	12 1	254	356	80	iron, screw.
612	26,402	Melbourne	ditto - „	1849	E. Gellatly and others	222 3	37 3	22 8	899	1,636	260	iron, screw.
613	27,604	Aberllwenny Quarry Maid.	Aberystwith 1859	1859	H. Price	83 1	20 0	10 0	59	102	50	screw.
614	16,224	Express	ditto - 1862	1857	Aberystwith and Cardigan Bay Steam Packet Company.	117 8	19 2	8 0	108	130	32	iron, screw.
615	26,843	Queen of the Isles	ditto - „	1860	W. S. Crealock	116 0	20 4	10 0	106	156	40	steel, screw.
616	4,376	Newcastle	Arundel - 1858	1824	W. Nutter and another	89 8	15 7	9 4	32	77	40	
617	29,676	Waterlily	Barnstaple - 1863	1863	A. Crawforth	56 4	9 3	5 3	8	15	12	screw.
618	18,755	Tweed	Berwick - 1859	1859	Berwick Harbour Commissioners	74 4	17 1	9 5	11	67	33	

619	26,873	Cumbrian	Boston	1859	1859	J. H. Thomas and others	83	6	15	9	8	8½	16	66	30	
620	27,146	Lioness	ditto	1860	1858	Joseph Wren	80	2	16	3	8	0	18	60	30	
621	10,933	*Rapid	Bridgwater	1853	1838	Hercules Towells	64	3	14	4	7	9	8	54	31	
622	10,932	*Perseverance	ditto	„	1840	- - ditto	69	3	16	1	8	0	13	74	36	iron.
623	3,185	Ruby	ditto	1860	1854	George Reed	177	4	17	1	8	3	98	155	90	iron.
624	11,542	Defiance	ditto	1863	1856	Burnham Tidal Harbour Company	152	3	18	0	8	3	96	150	80	iron.
625	3,826	Wye	Bristol	1843	1843	John Jones and others	100	1	15	9	7	9	38	83	64	
626	16,309	Fairy Queen	ditto	1850	1850	- - ditto	101	4	14	8	7	0	33	57	45	iron, screw.
627	3,805	Juverna	ditto	1856	1847	Bristol General Steam Navigation Company	190	9	29	9	14	0	272	515	300	iron.
628	3,818	Juno	ditto	„	1853	Mercantile Trading Company	167	8	23	7	11	4	155	247	110	iron.
629	3,804	Shamrock	ditto	„	1840	Bristol General Steam Navigation Company	154	0	31	8	15	7	251	483	190	
630	3,955	Dart	ditto	„	1849	- - ditto	124	4	18	9	8	5	56	113	58	iron.
631	14,351	Taff	ditto	„	1856	- - ditto	142	2	18	1	8	6	94	148	90	iron.
632	14,364	Pioneer	ditto	„	„	R. Castle and others	175	6	23	0	13	0	257	378	100	iron, screw.
633	3,808	Princess Royal	ditto	„	1850	Bristol General Steam Navigation Company	125	7	17	4	9	4	69	126	90	iron, screw.
634	15,229	Augusta	ditto	1857	1857	F. H. Powell & Co.	144	4	21	4	13	5	189	278	50	iron, screw.
635	15,236	Ely	ditto	„	„	Bristol General Steam Navigation Company	157	0	19	3	9	4	119	189	120	iron.
636	18,580	Clifton	ditto	„	„	J. Nash and others	198	5	24	5	13	8	304	447	100	iron, screw.
637	18,581	Neptune	ditto	„	1844	Bristol General Steam Navigation Company	102	0	19	1	9	8	29	130	80	iron.
638	3,944	Avon	ditto	„	„	New Steam Packet Company	122	5	16	3	8	0	51	103	60	iron, screw.
639	3,947	Severn	ditto	„	„	- - ditto	117	4	16	4	8	0	43	91	50	iron, screw.
640	22,098	Gem	ditto	1858	1858	Harman Visger and others	50	9	10	6	5	5	5	11	17	iron, screw.
641	27,326	Jane	ditto	1859	1859	John Payne	66	8	10	4	5	9	11	27	30	screw.
642	14,368	Atlas	ditto	1860	1854	Bristol General Steam Navigation Company	98	1	17	7	9	8	17	100	70	
643	3,834	Samson	ditto	„	1838	- - ditto	75	9	16	4	8	6	46	74	55	
644	3,855	Hercules	ditto	„	„	- - ditto	71	9	16	6	8	5	37	58	40	
645	3,829	Stockton	ditto	„	1837	- - ditto	80	1	16	7	8	3	41	65	45	
646	3,833	Sampson	ditto	„	1841	- - ditto	82	8	16	8	8	0	43	68	40	
647	3,830	Tiger	ditto	„	„	- - ditto	77	5	16	7	9	4	50	79	45	
648	3,837	Lion	ditto	„	1836	- - ditto	72	8	17	2	8	5	39	61	40	
649	3,832	Royal Albert	ditto	„	1851	- - ditto	83	8	15	9	8	7	37	59	45	
650	3,831	Panther	ditto	„	1847	- - ditto	82	8	16	1	8	3	41	64	45	
651	3,827	Fearless	ditto	„	1853	- - ditto	88	1	18	6	9	5	56	89	45	
652	29,213	Enterprize	ditto	„	1860	S. Steeds and another	84	1	16	0	8	0	70	97	25	iron, screw.
653	26,808	Athlete	ditto	1861	1855	R. C. Rowe and others	159	5	23	4	13	9	255	356	80	iron, screw.
654	29,215	Ajax	ditto	„	1861	Bristol General Steam Navigation Company	98	1	19	1	9	0	49	124	80	iron.
655	29,217	Wye	ditto	„	„	Jones, Jones and others	116	5	17	0	7	0	54	108	50	iron.
656	44,102	Milford	ditto	„	„	Bristol General Steam Navigation Company	91	6	19	2	7	3	68	85	25	iron, screw.
657	44,109	Alarm	ditto	1862	1862	- - ditto	59	3	9	0	7	0	7	21	24	iron, screw.
658	44,110	Dolphin	ditto	„	1861	- - ditto	63	5	11	8	7	7	10	32	30	iron, screw.
659	27,323	Teazer	ditto	„	1853	- - ditto	59	2	7	7	4	5	12	17	14	screw.
660	44,114	Apollo	ditto	„	1862	- - ditto	234	1	26	2	14	2	591	760	250	iron.
661	11,409	Forager	ditto	„	„	John Payne	84	8	18	4	8	2	69	85	16	screw.
662	27,128	Gem	ditto	1863	1858	E. R. Coulborn	122	0	18	0	7	8½	63	100	50	iron.
663	2,373	President	ditto	„	1839	J. Habgood, jun.	114	4	21	4	11	4	113	179	100	
664	45,374	Relief	ditto	„	1862	Bristol and South Wales Union Railway Company.	117	6	19	6	10	1	94	163	70	iron.
665	47,816	Beatrice	ditto	„	1863	Bristol General Steam Navigation Company	171	0	24	1	12	0	274	342	60	iron, screw.
666	10,191	*Vesta	Carnarvon	1848	1848	Lord Newborough	114	0	20	4	12	2	88	175	70	

RETURN of Steam Vessels Registered in the United Kingdom on or before the 1st day of January 1864, &c.—*continued.*

No.	Official Number.	VESSELS' NAMES.	Port and Date of Registry.	Date of Build.	REGISTERED OWNERS.	DIMENSIONS. Length.	Breadth.	Depth of Hold.	TONNAGE. Exclusive of Engine Room.	Gross Tonnage.	Horse Power.	——
						Feet. 10*ths.*	*Feet* 10*ths.*	*Feet.* 10*ths.*				
667	12,377	*Victoria	Carnarvon 1854	1854	F. A. Tampler	53 3	8 6	4 9	11	18	40	
668	28,619	Wave of Life	ditto 1862	1860	Portmadoc Steam Tug Company	87 1	16 9	9 3	22	77	35	
669	10,689	*Cardiff Castle	Cardiff 1847	1847	Cardiff Steam Tug Company	76 9	17 0	10 0	22	91	60	
670	10,690	*William	ditto 1848	„	ditto	74 9	14 8	8 4	26	67	25	
671	10,694	*Christina Sinclair	ditto 1850	1845	ditto	77 0	15 2	9 0	25	60	45	
672	10,695	*Queen	ditto „	1846	ditto	77 7	15 3	9 3	22	79	45	
673	3,994	Taliesin	ditto „	1842	Cardiff Steam Navigation Company	114 4	16 5	9 1	72	145	80	
674	16,689	United States	ditto 1857	1856	Bute Dock Steam Towing Company	82 6	18 3	10 0	4	99	60	
675	18,587	Iron Duke	ditto „	1857	Cardiff Steam Towing Company	112 2	18 0	9 0	48	121	100	iron.
676	18,589	Pilot	ditto „	„	Bute Dock Steam Towing Company	96 5	18 0	10 4	16	109	60	iron.
677	19,371	Ely	ditto 1858	1858	ditto	80 4	16 0	9 0	10	60	35	iron.
678	19,373	Marquis	ditto „	1855	Cardiff Steam Towing Company	94 5	18 5	9 0	13	101	40	iron, screw.
679	3,953	Jenny Jones	ditto „	1851	ditto	139 5	19 2	9 0	92	166	100	
680	12,599	Storm King	ditto 1860	1857	Thomas Elliott and others	92 0	17 9	9 0	17	91	55	
681	27,204	Black Eagle	ditto „	1848	Thomas Elliott and another	90 8	19 0	9 9	23	102	80	
682	6,227	Star	ditto „	1852	Joseph Hazell	85 4	16 3	16 3	15	70	40	
683	28,149	Velindra	ditto 1861	1860	Cardiff Steam Navigation Company	158 4	19 1	9 1	125	198	100	iron.
684	19,374	Lady Bute	ditto „	1857	R. H. Michell	74 0	16 7	9 2	15	64	50	
685	18,876	Night Watch	ditto „	1859	Thomas Elliott and others	83 7	16 9	9 1	13	72	35	
686	28,599	Black Eagle	ditto „	1861	Nicholas Strong and others	87 4	18 3	9 5	22	88	40	
687	4,473	Mary	ditto „	1851	Cardiff Steam Navigation Company	95 0	9 0	9 1	18	29	9	iron.
688	26,746	Taff	ditto 1862	1841	James Ware	82 1	18 5	6 9	62	81	25	iron, screw.
689	21,276	Gleaner	ditto „	1858	John Brown and others	71 0	14 0	7 0	9	42	20	
690	29,101	Rifleman	ditto 1863	1860	G. Sully and others	77 5	15 2	8 3	13	53	28	
691	44,257	Severn	ditto „	1862	Bristol Channel Steam Towing Company	85 6	17 4	9 2	39	98	60	iron.
692	28,339	Tubal Cain	ditto „	1860	N. Strong and others	74 0	16 3	8 4	16	57	25	
693	27,059	Swift	ditto „	1841	J. H. Insole	95 2	17 9	6 6	63	82	23	iron, screw.
694	28,864	Gratitude	ditto „	1860	G. Sully and others	78 2	16 5	8 8	13	69	36	
695	28,575	John Bull	ditto „	„	W. Gwynn and others	75 3	15 4	8 0	16	54	20	
696	16,206	*Prince of Wales	Carlisle 1852	1843	Carlisle and Liverpool Steam Navigation Company.	78 5	16 5	8 6	38	86	40	
697	16,212	Silloth	ditto 1856	1856	Silloth Bay Steam Navigation Company	154 4	21 3	11 9	199	292	68	iron, screw.
698	6,388	Queen	ditto 1859	1850	ditto	141 7	17 1	7 0	58	107	65	iron.
699	12,636	Cumbria	ditto 1862	1854	ditto	182 0	22 7	12 5	306	383	70	iron, screw.
700	3,053	Ariel	ditto „	1847	John Tod	173 3	23 8	13 2	206	417	190	iron.
701	45,604	Arabian	ditto 1863	1863	R. Hodgson	87 6	18 2	9 5	27	89	36	
702	16,319	*Alma	Chepstow 1855	1855	W. C. Smith and others	105 2	18 1	7 4	115	132	20	iron, screw.
703	27,009	*Cymro	Chester 1848	1848	Great Western Railway Company	74 9	14 9	7 9	36	70	33	
704	27,018	*Test	ditto 1853	1853	ditto	76 8	15 2	8 8	23	73	32	

705	27,003	Hibernia	ditto	1854	1847	London and North Western Railway Company	197 3	25 6	14 1	282	486	370	iron.
706	24,205	*Royal Victoria	ditto	1855	1838	James Johnson	106 8	14 1	7 3	54	96	65	iron.
707	23,183	Sea Nymph	ditto	1857	1845	London and North Western Railway Company	206 3	28 8	15 6	304	608	350	iron.
708	7,897	Telegraph	ditto	„	1853	- - ditto	244 6	28 3	15 0	375	766	440	iron.
709	8,659	Cambria	ditto	1860	1848	- - ditto	244 4	27 4	14 6	469	744	400	iron.
710	28,050	Admiral Moorsom	ditto	1861	1860	- - ditto	219 0	30 0	15 1	470	746	400	iron.
711	21,260	*Premier	Clay	1838	1837	R. Marriott and others	63 4	14 0	7 7	12	49	30	iron.
712	21,221	*Economy	ditto	1853	1838	James Chapman and others	62 1	13 8	7 6	18	50	25	
713	19,583	Valetta	Cowes	1859	1855	Louis Trysden	104 3	12 5	6 8	33	58	35	iron.
714	29,096	Victoria	ditto	1861	1860	Ryde Quay Company	63 3	13 2	5 6	23	36	16	iron.
715	17,597	Fire Fly	ditto	„	1857	Sir Henry Oglander, Bart.	107 9	21 3	11 3½	124	159	—	
716	24,483	Gareloch	ditto	1863	1855	E. Latham	146 2	14 0	6 4½	42	66	50	iron.
717	45,563	Shamrock	ditto	„	1861	F. Williamson	117 9	17 8	9 3	70	110	50	iron, screw.
718	45,569	Campanera	ditto	„	1863	J. T. Clifton	109 0	21 1	11 0	83	125	35	screw.
719	4,534	*Undine	Dartmouth	1853	1847	J. Balley and others	89 5	9 4	6 9	20	47	4	iron.
720	17,881	Dartmouth	ditto	1856	1856	R. M. Mortimore	85 3	12 0	5 4	31	42	20	iron.
721	17,882	Louisa	ditto	„	„	Dartmouth Steam Packet Company	90 2	9 1	3 6	22	35	10	iron.
722	17,886	Kingsbridge Packet	ditto	1857	1857	Robert Hurrell and others	77 8	18 9	8 3	43	69	32	
723	2,124	Pilot	ditto	1858	1852	Dartmouth Steam Packet Company	84 8	17 9	9 5	26	101	49	
724	29,516	Queen	ditto	1861	1860	James Prowse and others	59 3	11 6	4 2	11	18	10	
725	16,720	*Douro	Dover	1850	1850	Dover Harbour Board	92 7	16 9	10 1	54	120	90	
726	16,777	Ondine	ditto	1856	1847	J. S. Forbes	151 0	19 1	10 3	79	160	68	iron.
727	28,941	Garland	ditto	1862	1846	- - ditto	143 6	21 8	10 3	91	171	120	
728	44,922	Engineer	ditto	1863	1860	J. Penn	89 9	13 6	6 3	22	40	24	iron.
729	6,312	Royal Princess	Exeter	1858	1855	J. Kirkwood	102 5	17 7	8 9	37	103	50	iron.
730	11,412	*Sydney	Falmouth	1848	1841	Richard Taylor, jun.	80 7	15 5	9 0	14	80	45	
731	45,224	Dandy	ditto	1863	1863	E. Handcock	105 9	19 1	9 0	49	126	60	iron.
732	45,228	Briton	ditto	„	1861	H. Fox and another	79 0	26 8	8 0	50	139	60	iron, screw.
733	45,230	Pendennis	ditto	„	1863	R. Taylor	79 4	16 9	8 9	20	73	40	iron.
734	7,543	*Venus	Faversham	1844	1844	G. Hilton and others	54 8	10 4	6 6	10	28	16	
735	44,097	Ajax	ditto	1862	1862	C. J. Hilton and others	56 8	13 7	7 6	13	46	25	iron.
736	19,296	Adjutant	Fleetwood	1858	1858	J. Williams and another	82 8	17 1	8 1	25	80	40	iron.
737	22,656	Prince Patrick	ditto	1859	1856	James Holme and others	231 2	25 2	14 7	340	622	150	iron.
738	17,252	Royal Consort	ditto	1860	1844	Frederick Kemp	215 5	29 2	16 0	344	672	300	iron.
739	27,320	Prince Alfred	ditto	1861	1861	Frederick Kemp and others	227 2	28 2	18 7	539	745	340	iron.
740	45,341	Wyre	ditto	1862	1862	H. W. Wickham and others	117 7	20 2	8 9	106	165	70	iron.
741	17,413	*Columbine	Gainsborough	1843	1843	Gainsborough United Steam Packet Company	113 0	15 0	8 0	56	85	40	
742	17,412	*Harlequin	ditto	1853	1848	- - ditto	116 9	14 9	7 7	74	103	40	iron.
743	17,411	*Atalanta	ditto	„	1851	- - ditto	121 0	15 0	7 7	72	101	40	iron.
744	17,427	Ant	ditto	1856	1856	William Farley	72 7	12 5	4 6	24	36	14	iron, screw.
745	12,422	Sea Nymph	ditto	1857	1851	George Cross	126 6	18 6	10 4	103	151	40	screw.
746	17,430	Bee	ditto	1858	1858	W. C. Farley and others	92 6	15 6	7 0	48	78	20	iron, screw.
747	10,167	Fury	ditto	1859	1854	R. G. Rainforth	73 9	15 6	7 9	19	46	30	
748	17,431	Isle of Axholme	ditto	1860	1860	Gainsborough United Steam Packet Company	130 0	16 1	7 0	57	91	40	iron.
749	28,992	Cricket	ditto	1861	„	W. S. Crealock	98 9	15 6	7 1	50	79	20	iron, screw.
750	28,993	Aberystwith	ditto	„	1861	- - ditto	121 8	17 1	9 1	98	137	40	iron, screw.
751	12,345	*Clara	Gloucester	1846	1842	H. Southan	85 6	12 5	6 5	34	51	24	
752	20,894	Kilmun	ditto	1859	1859	David Napier	137 0	15 0	8 0	40	106	80	iron, screw.
753	27,876	Edmund Ironsides	ditto	1860	1860	John Markham	89 7	19 2	7 4	64	94	20	iron, screw.

RETURN of Steam Vessels Registered in the United Kingdom on or before the 1st day of January 1864, &c.—*continued.*

No.	Official Number.	VESSELS' NAMES.	Port and Date of Registry.	Date of Build.	REGISTERED OWNERS.	DIMENSIONS.			TONNAGE.		Horse Power.	—
						Length.	Breadth.	Depth of Hold.	Exclusive of Engine Room.	Gross Tonnage.		
						Feet. 10*ths.*	*Feet.* 10*ths.*	*Feet.* 10*ths.*				
754	28,807	Cuirassier	Gloucester - 1860	1860	John Markham	90 2	19 6	8 2	91	110	70	steel.
755	29,752	Bee	ditto - 1861	1859	Richard Rice	64 4	12 3	2 4	13	18	12	iron.
756	43,668	Wave	ditto - „	„	J. G. Francillon and another	86 9	11 3	5 9	29	44	15	iron, screw.
757	43,669	Lapwing	ditto - „	1853	- - ditto	64 8	9 4	5 4	13	20	10	iron, screw.
758	11,356	*Judith	Goole - 1849	1847	John Pilkington	61 3	13 6	7 6	12	44	18	
759	15,181	William France	ditto - 1856	1856	F. H. Powell and others	150 2	26 1	14 7	282	403	60	iron, screw.
760	18,064	Empress	ditto - „	„	J. Empson and others	114 1	12 9	5 9	43	68	24	iron.
761	18,248	Resolute	ditto - 1857	1857	William France and another	134 0	20 4	12 0	138	203	40	iron, screw.
762	20,196	Contest	ditto - „	„	William France and others	154 3	21 2	12 5	188	277	50	iron, screw.
763	20,988	Havelock	ditto - 1858	1858	Robert Bromley and others	79 9	16 4	8 8	13	63	33	
764	24,392	La Plata	ditto - 1859	1854	H. T. Watson	160 0	25 0	13 2	253	372	50	iron, screw.
765	16,283	Deva	ditto - „	1857	- - ditto	133 0	21 5	11 7	169	248	40	iron, screw.
766	28,408	Colin Campbell	ditto - 1860	1858	Robert Bromley and others	80 1	16 6	9 1	8	64	30	
767	17,871	Killarney	ditto - „	1856	H. T. Watson	148 5	21 9	11 4	191	281	70	iron, screw.
768	10,181	Lass o'Gowrie	ditto - 1861	1855	Thomas Bromley and others	75 0	16 1	8 1	12	42	26	
769	28,582	Tynemouth	ditto - „	1860	William Turgoose and others	82 5	16 4	8 8	22	69	28	
770	14,991	Cheviot	ditto - „	1856	H. T. Watson	118 7	19 2	9 8	124	183	50	iron, screw.
771	29,206	Uncle Sam	ditto - „	1861	George Jackson and others	83 4	15 9	8 9	25	70	35	
772	44,026	Her Majesty	ditto - 1862	1860	Joseph Rowbottom and others	129 1	12 3	6 3	66	82	24	iron.
773	22,937	Emily	ditto - „	1855	William France and others	133 5	20 6	12 1	152	224	30	iron, screw.
774	47,117	Aunt Alice	ditto - 1863	1863	G. Jackson and another	82 6	17 1	8 7	22	46	35	
775	1,389	Eagle	ditto - „	1852	H. T. Watson	197 5	25 1	14 0	370	506	120	iron, screw.
776	17,761	*Endeavour	Grimsby - 1851	1835	George Turner and another	64 0	13 6	7 8	21	54	27	
777	15,244	*Peep-o'day Boy	ditto - 1852	1848	Nathan Chapman	62 4	13 3	7 0	13	41	20	
778	10,686	*Tyro	ditto - 1854	1838	R. H. Mitchell	63 7	14 0	8 8	17	55	22	
779	17,721	Pearl	ditto - 1855	1845	J. Harup	59 7	17 5	8 4	53	78	20	iron.
780	11,126	Eugenie	ditto - 1856	1856	Anglo-French Steam Ship Company	173 5	26 8	14 0	303	445	80	iron, screw.
781	16,663	Albert	ditto - „	„	- - ditto	175 5	27 8	15 1	339	499	80	iron, screw.
782	16,670	Lord Ashley	ditto - 1857	1857	Inter-Colonial Royal Mail Packet Company	188 5	24 8	13 0	296	435	80	iron, screw.
783	18,881	Grimsby	ditto - „	„	Anglo-French Steam Ship Company	208 9	28 5	16 0	443	651	100	iron, screw.
784	7,700	Wilberforce	ditto - 1859	1846	Edward Bannister and another	76 2	16 8	9 0	12	61	40	
785	5,380	Lord Cardigan	ditto - 1860	1855	Anglo-French Steam Ship Company	170 0	26 8	15 0	377	472	80	iron, screw.
786	5,150	Zingari	Hartlepool, West - 1860	1854	Long & Curtis	157 0	25 0	12 3	233	342	70	iron, screw.
787	26,103	Ranger	ditto - „	1848	R. W. Jackson and others	80 8	17 0	9 4	16	76	35	
788	26,102	William Charles	ditto - „	1852	- - ditto	83 8	17 3	8 1	19	77	40	
789	18,195	Admiral Cator	ditto - „	1857	Joseph Spence	178 3	22 0	12 5	212	311	60	iron, screw.
790	5,112	John Bull	ditto - „	1854	R. W. Jackson and others	77 0	18 0	9 1	10	75	40	
791	12,885	Gitana	ditto - „	1855	Long & Curtis	173 0	26 0	14 0	334	490	100	iron, screw.

792	28,287	Fairy Queen	- -	ditto	-	„	1860	Long & Curtis	- - - - - - -	175	3	23	0	12	0	234	345	70	iron, screw.
793	12,889	Gipsy Queen	- -	ditto	-	„	1856	- - ditto	- - - - - - -	207	1	26	3	15	0	455	669	100	iron, screw.
794	26,146	West Dock	- -	ditto	-	„	1849	R. W. Jackson and others	- - - -	78	9	17	2	8	0	10	64	35	
795	23,850	Sheldrake	- -	ditto	-	„	1855	Long & Co.	- - - - - - -	209	0	28	5	15	0	580	714	100	
796	28,289	Conqueror	- -	ditto	-	„	1861	W. C. Ward Jackson	- - - - -	107	0	20	4	10	2	56	144	60	iron.
797	44,347	Sea Queen	- -	ditto	-	1863	1862	J. Spence	- - - - - - -	216	4	31	9	17	0	742	939	150	iron, screw.
798	5,151	May Queen	- -	ditto	-	„	1854	- - ditto	- - - - - - -	183	2	25	0	13	0	394	494	90	iron, screw.
799	28,351	Harvest Queen	-	ditto	-	„	1863	- - ditto	- - - - - - -	203	3	26	2	13	0	449	562	90	iron, screw.
800	26,679	Prompt	- - -	ditto	-	„	1853	W. S. Leng and another	- - - -	201	0	25	0	14	0	344	506	160	iron, screw.
801	19,139	Greatham Hall	-	ditto	-	„	1856	M. Pearse and another	- - - -	194	9	27	2	16	1	462	584	90	iron, screw.
802	12,899	Iron Era	- - -	ditto	-	„	„	M. Pearse and others	- - - - -	176	3	27	3	14	0	402	494	80	iron, screw.
803	5,355	*Transit	- - -	Hull	-	1842	1831	W. B. Brownlow	- - - - -	161	1	20	9	15	1	332	498	150	
804	5,387	*Helen M'Gregor	-	ditto	-	1843	1843	William Liddle and others	- - - -	180	0	25	0	15	8	436	601	220	
805	- -	*Shannon	- -	ditto	-	1846	1846	Grand Canal Company, Dublin	- - -	70	0	15	1	9	0	9	82	—	
806	13,594	*Emperor	- -	ditto	-	1849	1849	William Liddle and others	- - - -	241	4	31	3	19	6	914	1,320	450	
807	7,563	*Manchester	- -	ditto	-	„	„	Manchester, Sheffield, and Lincolnshire Railway Company.		164	9	22	4	9	6	174	291	150	
808	7,555	*Eliza	- - -	ditto	-	1850	1836	Stephen Gray	- - - - - -	67	3	13	2	8	2	20	54	30	
809	7,564	*Sheffield	- - -	ditto	-	„	1849	Manchester, Sheffield, and Lincolnshire Railway Company.		160	8	21	9	9	1	149	244	150	
810	16,836	*Black Eagle	- -	ditto	-	1851	1851	Drogheda Steam Packet Company	- -	76	6	16	5	9	6	33	90	48	iron.
811	5,366	*Iris	- - -	ditto	-	„	1838	W. B. Brownlow	- - - - -	115	0	18	8	9	0	97	158	90	
812	12,487	*Fairy	- - -	ditto	-	„	1851	H. H. Cook and others	- - - -	113	2	17	6	10	5	111	164	60	iron, screw.
813	5,314	*Albatross	- -	ditto	-	1852	1834	W. B. Brownlow	- - - - -	123	3	18	9	11	5	168	249	90	
814	5,336	*Falcon	- - -	ditto	-	1854	1854	W. B. Brownlow and others	- - -	121	5	23	2	14	2	347	477	100	iron, screw.
815	25,137	*Alster	- - -	ditto	-	„	„	William Liddle and another	- - -	180	6	24	8	15	0	299	485	120	
816	7,699	*Pilot	- - -	ditto	-	1855	1855	W. Shearsmith, sen.	- - - - -	69	5	13	8	8	1	18	54	28	iron, screw.
817	5,364	Hawk	- - -	ditto	-	„	„	Thomas Voase	- - - - - -	173	4	24	6	12	7	260	357	100	iron, screw.
818	17,710	Sea Gull	- - -	ditto	-	„	1848	- - ditto	- - - - - - -	212	2	28	6	14	5	356	565	240	iron.
819	5,563	Martlet	- - -	ditto	-	„	1855	W. B. Brownlow and others	- - -	149	7	20	2	11	0	170	250	50	iron, screw.
820	5,358	Prince	- - -	ditto	-	„	1849	- - ditto	- - - - - - -	169	9	28	0	10	0	291	379	100	iron.
821	14,981	St. Petersburg	- -	ditto	-	1856	1856	William Bayley and others	- - - -	188	7	26	6	15	7	461	579	70	iron, screw.
822	14,988	Sea Horse	- -	ditto	-	„	„	Thomas Voase	- - - - - -	195	0	26	0	13	5	335	493	120	iron, screw.
823	22,830	Pacha	- - -	ditto	-	„	1855	William Liddle and another	- - -	150	5	26	1	14	7	284	431	60	iron, screw.
824	12,705	Diana	- - -	ditto	-	1857	1840	Whale and Seal Fishing Company	- -	117	1	29	0	17	0	292	355	40	iron.
825	18,159	Tiger	- - -	ditto	-	„	1857	W. B. Brownlow and others	- - -	213	4	27	0	16	0	443	651	170	iron, screw.
826	20,263	Swallow	- - -	ditto	-	„	„	A. Duncan and others	- - - -	172	0	21	2	12	6	217	319	70	iron, screw.
827	20,634	Leopard	- - -	ditto	-	1858	1858	W. B. Brownlow and others	- - -	223	1	28	0	16	0	500	735	170	iron, screw.
828	20,635	Bolderaa	- - -	ditto	-	„	„	C. M. and J. F. Norwood	- - - -	187	0	26	0	14	0	443	535	70	iron, screw.
829	16,152	Sampson	- - -	ditto	-	„	1846	James Swallow and others	- - - -	71	0	15	2	18	1	21	61	39	
830	22,139	James Watt	- -	ditto	-	„	1858	Stephen Gray	- - - - - -	80	0	17	2	9	0	15	76	40	iron.
831	10,175	British Hero	- -	ditto	-	„	1848	Robert Teall	- - - - - -	84	6	17	8	9	0	12	75	45	
832	5,352	Scandinavian	- -	ditto	-	„	1852	Thomas Wilson	- - - - - -	186	5	26	0	13	9	323	475	98	iron, screw.
833	26,881	Powerful	- -	ditto	-	„	1857	Hull Dock Company	- - - - -	107	0	16	2	8	0	53	119	80	iron.
834	27,023	Zebra	- - -	ditto	-	1859	1859	W. B. Brownlow and others	- - -	196	0	26	5	14	9	426	542	80	iron, screw.
835	5,318	Emerald Isle	- -	ditto	-	„	1835	William Liddle and another	- - -	172	5	29	2	14	0	368	473	150	iron, screw.
836	11,526	Sultana	- - -	ditto	-	„	1856	- - ditto	- - - - - - -	180	0	26	0	14	0	415	584	60	iron, screw.
837	5,348	Irwell	- - -	ditto	-	„	1854	Thomas Voase	- - - - - -	193	2	26	0	15	5	467	589	90	iron, screw.
838	27,567	Cossack	- - -	ditto	-	„	1859	William Bailey and another	- - -	218	7	29	4	17	5	740	872	150	iron, screw.

RETURN of Steam Vessels Registered in the United Kingdom on or before the 1st day of January 1864, &c.—*continued.*

No.	Official Number.	VESSELS' NAMES.	Port and Date of Registry.	Date of Build.	REGISTERED OWNERS.	DIMENSIONS.			TONNAGE.		Horse Power.	—
						Length.	Breadth.	Depth of Hold.	Exclusive of Engine Room.	Gross Tonnage.		
						Feet. 10*ths.*	*Feet.* 10*ths.*	*Feet.* 10*ths.*				
839	27,965	Minister Thorbecke	Hull - 1859	1853	Thomas Voase	139 3	22 3	10 0	175	258	60	screw.
840	5,362	Secret	ditto - 1860	1847	Louis Kühling	182 4	23 0	12 9	321	392	50	iron, screw.
841	28,253	Argo	ditto - „	1860	Thomas Wilson	210 0	27 0	16 2	482	709	120	iron, screw.
842	5,353	Humber	ditto - „	1854	Thomas Wilson and others	211 0	26 2	14 2	465	576	90	iron, screw.
843	17,705	Swanland	ditto - „	1851	J. R. Ringrose and others	206 0	25 0	13 0	381	560	100	iron, screw.
844	15,245	Mary Ann	ditto - „	1832	R. L. Wood	57 0	13 3	7 2	12	36	15	
845	28,264	Pacific	ditto - „	1860	H. D. Wilson	203 8	27 2	16 5	575	688	80	iron, screw.
846	28,268	Hecla	ditto - „	„	W. W. F. Hay	84 0	17 3	9 2	19	76	36	
847	8,110	Excelsior	ditto - „	1855	Richard Glover and others	180 0	24 2	13 6	286	420	70	iron, screw.
848	28,262	Rob Roy	ditto - 1861	1847	Stephen Gray	72 9	15 0	8 2	37	58	28	
849	29,316	Albion	ditto - „	1861	Thomas Wilson and others	245 2	29 0	17 0	769	900	120	iron, screw.
850	29,318	Nautilus	ditto - „	„	W. B. Brownlow and others	210 5	26 4	15 0	526	629	80	iron, screw.
851	25,619	Labuan	ditto - „	1855	William Bailey and others	217 2	27 8	17 4	723	837	80	iron, screw.
852	4,912	Fletcher's Despatch	ditto - „	1839	Henry Booker	67 4	15 7	8 4	15	55	28	
853	42,527	Oder	ditto - „	1861	Thomas Wilson	200 0	27 5	15 0	556	694	100	iron, screw.
854	42,529	Tartar	ditto - „	„	William Bailey and another	192 0	28 5	17 0	559	700	90	iron, screw.
855	42,530	Octa	ditto - „	„	C. M. & J. F. Norwood	186 7	27 2	14 5	464	568	70	iron, screw.
856	5,526	Alert	ditto - „	„	J. R. Ringrose and others	176 0	21 4	10 8	244	306	60	iron, screw.
857	17,754	Gertrude	ditto - „	1855	Z. C. Pearson and others	209 0	26 8	15 0	526	608	80	iron, screw.
858	18,058	Florence Nightingale	ditto - „	1857	James Swallow	79 0	15 8	8 0	11	60	30	
859	27,027	Harlequin	ditto - „	1854	C. M. Lofthouse and others	198 8	24 5	12 6	334	441	85	iron.
860	43,811	Panther	ditto - 1862	1861	W. B. Brownlow and others	208 2	27 7	14 3	564	684	80	iron, screw.
861	27,924	Smyrna	ditto - „	1859	T. S. Carroll	152 2	24 2	11 9	219	323	50	iron, screw.
862	43,822	Lodona	ditto - „	1862	Z. C. Pearson	204 2	28 4	16 5	573	688	80	iron, screw.
863	7,642	George and Jane	ditto - „	1833	Stephen Gray	62 5	12 0	5 8	15	30	14	
864	45,086	Ouse	ditto - „	1862	C. H. Wilson	214 3	28 8	14 8	601	725	100	iron, screw.
865	45,087	Speedwell	ditto - „	„	William Rawson and another	100 4	16 4	8 0	81	98	25	iron, screw.
866	45,089	Flora	ditto - „	„	Stephen Gray	70 5	15 3	8 2	19	54	20	
867	45,096	Jutland	ditto - „	1844	Bailey & Leetham	174 0	21 6	11 8	269	342	50	iron, screw.
868	45,106	Dido	ditto - „	1862	C. H. & Arthur Wilson	278 0	30 4	21 0	1,125	1,323	150	iron.
869	43,741	North Eastern	ditto - 1863	1861	- - ditto	190 5	26 8	15 4	476	583	70	iron, screw.
870	28,656	Prince of Wales	ditto - „	1862	C. J. G. Knoop	90 2	13 1	6 5	37	56	16	iron.
871	27,919	Cronstadt	ditto - „	1859	T. J. Dobson	149 4	21 6	12 0	231	293	45	iron, screw.
872	45,116	Czarina	ditto - „	1863	R. P. Priest and others	165 2	27 0	16 0	371	492	80	iron, screw.
873	45,119	Princess Alexandra	ditto - „	1856	W. Bailey and another	143 5	24 2	14 2	239	329	90	iron, screw.
874	47,911	Vanguard	ditto - „	1863	- - ditto	208 5	28 0	15 0	681	805	90	iron, screw.
875	28,378	Zaimis	ditto - „	1860	W. Rawson and another	155 7	22 6	9 8	180	265	45	iron, screw.
876	47,913	Joseph Somes	ditto - „	1863	W. Broom and others	198 5	28 0	16 0	608	731	90	iron, screw.
877	5,347	Queen of Scotland	ditto - „	1827	C. Mantle and others	166 0	26 0	16 0	421	583	150	

878	43,937	Albert	ditto	„	1856	G. Lawson	178 0	25 7	12 6	287	384	97	iron, screw.
879	47,915	Jason	ditto	„	1863	W. Bailey and another	218 4	28 6	16 0	918	1,042	90	iron, screw.
880	21,051	Agenoria	ditto	„	1857	- - ditto	148 5	22 2	12 4	190	280	40	iron, screw.
881	20,533	*Atalanta	Ipswich	1854	1841	Eastern Counties Railway Company	104 4	14 3	6 8	50	72	34	iron.
882	18,294	*Prince	ditto	„	1852	- - ditto	100 8	13 3	7 1	48	72	36	
883	29,851	Queen of the Thames	ditto	1861	1861	Waterman's Steam Packet Company	158 0	19 0	8 2	100	143	80	iron.
884	15,645	Metis	ditto	„	1857	Woolwich Steam Packet Company	141 0	16 3	6 8	59	94	40	
885	23,053	Petrel	ditto	1862	1853	Waterman's Steam Packet Company	152 0	16 0	7 7	82	118	50	iron.
886	44,870	Queen of the Orwell	ditto	„	1862	Woolwich Steam Packet Company	171 6	18 5	7 9	114	165	54	iron.
887	18,151	Lady Elizabeth	ditto	1863	1856	Waterman's Steam Packet Company	98 3	13 9	6 5	37	59	28	iron.
888	20,088	Queen of the Isles	ditto	„	1853	- - ditto	111 0	13 0	6 8	41	65	32	
889	45,802	Heron	ditto	„	1863	- - ditto	117 4	14 2	6 5	43	64	36	iron.
890	17,244	*Helvellyn	Lancaster	1851	1847	Furness Railway Company	131 1	16 5	8 3	87	153	75	iron.
891	18,206	Laurel	ditto	1854	1850	H. J. Hare & Co.	187 4	22 0	12 5	190	365	180	iron.
892	18,218	*Sultan	ditto	„	1854	James Ramsden	68 3	13 6	8 0	19	52	24	
893	18,219	*Sir William Wallace	ditto	„	„	- - ditto	27 5	14 4	8 7	23	45	28	
894	10,585	Promise	ditto	1856	1851	B. Harrison and others	79 1	15 6	8 0	39	61	35	iron.
895	20,485	Duchess	ditto	1858	1858	John Greig and others	128 2	18 2	11 6	131	192	60	iron, screw.
896	18,205	Arbutus	ditto	„	1854	William Whelon	179 8	22 0	12 3	237	348	75	iron, screw.
897	27,762	Myrtle	ditto	1859	1859	- - ditto	70 4	13 6	5 0	28	44	20	iron.
898	28,499	Shelburne	ditto	1861	1860	W. E. Hutchinson and another	213 0	24 0½ in.	12 5 in.	283	450	240	iron.
899	28,488	Talbot	ditto	„	„	- - ditto	213 6	24 0½ in.	12 5 in.	283	450	240	iron.
900	16,174	*Manchester	Liverpool	1826	1825	David Bellhouse	72 5 in.	16 6 in.	8 2 in.	43	–	24	
901	- -	*Satellite	ditto	1831	„	North Wales Steam Packet Company	74 8 in.	16 0	7 10 in.	57	–	70	
902	- -	*George	ditto	1834	1834	Philip Lawrence	85 4 in.	16 3 in.	8 5 in.	55	–	–	
903	- -	*Cleveland	ditto	1836	1836	Liverpool Steam Ferry Company	86 4	18 1	7 9	43	95	50	
904	16,856	*William Fawcett	ditto	1838	1829	Willoughby & Son	74 3	15 1	8 4	48	90	60	
905	- -	*Thomas Royden	ditto	„	1837	Nichol, Lawson, & Co.	90 7	15 1	7 4	64	108	45	
906	7,061	*Tower	ditto	1840	1836	Mersey and Irwell Navigation Company	81 6	16 1	8 5	47	97	50	
907	7,062	*Rival	ditto	1841	1834	- - ditto	81 8	16 2	8 0	50	100	50	
908	- -	*Eclipse	ditto	„	1826	Thomas M'Tear and another	104 0	16 9	10 8	98	174	–	
909	16,859	*Mersey	ditto	„	1841	Edward Willoughby & Son	87 5	16 4	7 9	74	107	45	
910	- -	*Blanche	ditto	1842	„	Trustees of the Duke of Bridgewater	105 4	17 1	8 0	156	205	–	
911	6,010	*Elizabeth	ditto	1845	1840	Wallasey Local Board	88 6	15 3	7 3	51	96	36	
912	16,858	*Birkenhead	ditto	1846	1846	Edward Willoughby & Son	100 7	17 1	10 0	62	132	60	
913	6,012	*James Atherton	ditto	„	„	Wallasey Local Board	116 0	16 3	7 6	67	108	50	
914	16,857	*Britannia	ditto	1847	1847	Edward Willoughby & Son	111 6	17 0	8 5	81	124	100	
915	16,899	*Colchester	ditto	1848	1840	Edward Forster	91 2	16 9	9 8	35	119	20	
916	5,589	*Queen	ditto	1849	1842	Manchester, Sheffield, and Lincolnshire Railway Company.	99 5	13 8	7 5	52	79	32	iron.
917	10,582	*Powerful	ditto	„	„	James Haddock	102 5	19 1	10 5	32	144	120	
918	- -	*Bolivia	ditto	„	1849	Pacific Steam Navigation Company	197 5	26 0	15 0	509	773	–	iron.
919	6,014	*Wallasey	ditto	1850	1847	Wallasey Local Board	109 8	16 6	9 0	49	109	45	
920	16,176	*Duke of Sussex	ditto	„	1840	J. R. Murphy	82 0	15 8	8 8	31	92	40	
921	20,758	*Queen	ditto	„	1844	Birkenhead Improvement Commissioners	109 4	21 2	9 7	126	173	60	iron.
922	20,759	*Wirrall	ditto	„	1846	- - ditto	109 1	20 9	11 0	111	192	60	iron.
923	12,110	*Prince Albert	ditto	„	1849	Marquis of Titchfield	78 0	15 4	8 8	24	75	45	
924	4,241	*Zephyr	ditto	1851	1832	W. H. Owen	113 5	17 3½	10 7	104	177	90	
925	2,372	*Tartar	ditto	„	1849	Liverpool Steam Tug Company	113 9	20 2	11 3	113	244	110	

RETURN of Steam Vessels Registered in the United Kingdom on or before the 1st day of January 1864, &c.—*continued.*

No.	Official Number.	VESSELS' NAMES.	Port and Date of Registry.	Date of Build.	REGISTERED OWNERS.	DIMENSIONS. Length.	Breadth.	Depth of Hold.	TONNAGE. Exclusive of Engine Room.	Gross Tonnage.	Horse Power.	—
						Feet. 10*ths.*	*Feet.* 10*ths.*	*Feet.* 10*ths.*				
926	16,175	*Hero	Liverpool 1851	1832	E. and W. Forster	94 5	14 6	8 6	43	91	40	
927	15,396	City of Manchester	ditto „	1851	William Langston and others	261 8	36 2	25 3	1,296	2,096	450	iron, screw.
928	1,677	*Frankfort	ditto „	„	J. J. Bibby and others	190 0	26 6	16 8	414	657	100	iron, screw.
929	16,849	*Vernon	ditto „	1849	E. and S. Willoughby	121 8	16 2	7 9	88	122	60	iron.
930	16,850	*Cato	ditto „	„	- - ditto	109 7	17 9	8 4	86	127	60	iron.
931	- -	*Ramsgate Packet	ditto 1853	1834	Thomas Prestopino	94 5	14 9	9 8	58	109	—	
932	38,995	*Enterprise	ditto „	1826	T. H. Holderness and another	120 0	19 0	12 6	131	230	—	
933	26,044	*Samson	ditto „	1848	Liverpool Steam Tug Company	114 7	21 0	10 5	72	185	100	iron.
934	15,046	*Tiger	ditto „	1853	Wallasey Local Board	9 1	16 0	9 3	54	107	40	iron.
935	- -	*Rattlesnake	ditto „	„	George Booker	101 0	15 5	7 6	61	99	–	iron.
936	6,033	*Constitution	ditto „	„	Peter Maddox and others	132 9	22 3	11 9	49	262	120	iron.
937	1,153	*Douro	ditto „	„	O. T. Fallenstein	155 7	22 2	12 4	185	278	52	iron, screw.
938	7,014	*Invincible	ditto „	1852	John Rigby	105 0	16 6	8 9	66	111	70	iron.
939	2,000	*Orontes	ditto „	1851	Papayanni and others	188 5	26 8	17 0	538	748	140	iron, screw.
940	- -	*Woodside	ditto „	1853	Birkenhead Improvement Commissioners	108 2	19 7	7 0	79	115	70	iron.
941	9,157	*Ottawa	ditto 1854	„	Peninsular and Oriental Company	238 8	29 2	23 8	815	1,275	200	iron, screw.
942	7,030	*Iron King	ditto „	1854	H. J. Ward and others	123 0	18 3	10 8	79	172	100	iron.
943	1,152	*Minho	ditto „	„	George Trigg	175 3	22 0	13 5	254	400	82	iron, screw.
944	1,058	Tamanlipas	ditto „	1852	W. M. Moss	163 2	23 7	13 6	336	458	80	iron, screw.
945	24,930	*Pleiad	ditto „	1854	Hayes & Hudson	104 6	20 4	8 8	71	117	40	iron, screw.
946	23,923	*Blarney	ditto „	1846	W. D. Applebee and another	134 7	20 0	11 1	209	252	–	iron, screw.
947	24,187	*Modern Athens	ditto „	1836	Thomas Walker	118 5	18 1	12 2	76	201	120	
948	24,085	*Thomas Wilson	ditto „	1845	Wallasey Local Board	92 7	14 8	8 4	49	89	50	iron.
949	17,769	Isabella Croll	ditto „	1854	Thomas Powell and others	163 7	26 6	14 9	375	479	78	iron, screw.
950	1,151	*Cintra	ditto „	„	Charles Colesworth and others	176 4	23 1	14 9	350	517	166	iron, screw.
951	- -	*Conqueror	ditto 1855	1848	W. and J. Binns	73 6	14 7	8 8	21	66	–	iron.
952	25,967	Great Britain	ditto „	1840	Liverpool and Australian Navigation Company	274 0	48 2	31 5	1,734	3,509	500	iron, screw.
953	14,550	*City of Baltimore	ditto „	1855	William Inman and others	325 4	38 1	25 8	1,225	2,368	500	iron, screw.
954	1,098	*Curlew	ditto „	1837	Ellis Hughes and others	95 0	15 2	8 5	44	82	39	iron.
955	1,840	Corinthian	ditto „	1855	J. J. Bibby and others	238 5	29 7	20 0	704	1,170	153	iron, screw.
956	3,907	Mæander	ditto „	„	- - ditto	239 1	30 2	19 0	662	974	160	iron, screw.
957	24,277	Hawk	ditto „	„	Viscount Hill	84 8	17 0	8 0	118	142	15	iron, screw.
958	22,818	Ant	ditto „	„	T. Y. and R. Hetherington	122 6	18 1	7 5	65	102	60	iron.
959	25,775	Neptune	ditto „	1853	Charles M'Iver	71 1	9 4	4 2	13	18	10	iron, screw.
960	25,315	Universe	ditto „	1855	Peter Maddox and others	135 3	23 4	11 2	143	311	120	iron.
961	19,715	Albanian	ditto „	„	John Bibby and others	237 9	30 2	19 8	703	1,034	180	iron, screw.
962	1,885	Defiance	ditto „	1841	Calvert & Geech	112 3	23 6	11 2	152	241	150	iron.
963	22,838	Thessalia	ditto „	1855	G. M. Papayanni and others	257 0	30 8	20 1	795	1,169	200	iron, screw.
964	26,081	Enterprise	ditto „	„	Peter Maddox and others	136 0	23 1	11 4	150	319	120	iron.

965	1,758	Arcadia	ditto	„	„	G. M. Papayanni and others	234	6	31	1	20	5	741	1,089	150	iron, screw.
966	22,827	Bee	ditto	„	„	R. Hetherington	122	4	18	1	7	4	65	104	60	iron.
967	22,933	City of Washington	ditto	„	„	William Inman and others	319	0	40	1	19	2	1,619	2,381	460	iron, screw.
968	2,374	Lioness	ditto	„	1836	G. K. Dixon and others	90	8	18	4	7	9	58	93	50	iron.
969	6,041	Victoria	ditto	„	1855	H. K. Aspinall	92	0	16	1	7	4	60	89	30	iron, screw.
970	10,470	Milan	ditto	„	„	Frederick Chapple and others	240	2	31	2	19	5	736	1,083	210	iron, screw.
971	24,265	Star	ditto	1856	1845	Robert Hetherington	94	1	16	2	7	6	43	67	140	iron.
972	10,550	Araxes	ditto	„	1855	W. M. Moss and others	251	5	32	0	21	1	786	1,156	180	iron, screw.
973	10,551	United States	ditto	„	„	United Steam Tug Company	137	1	23	1	11	4	75	235	130	iron.
974	25,358	Great Conquest	ditto	„	„	John Strong and others	136	8	21	1	10	6	50	191	100	iron.
975	10,498	Cleator	ditto	„	1854	Alfred Holt and others	160	4	22	9	13	1	269	342	50	iron, screw.
976	13,588	Braganza	ditto	„	1856	Frederick Chapple and others	180	7	25	2	15	0	400	507	80	iron, screw.
977	14,783	Annie Vernon	ditto	„	„	John Bacon and others	170	0	26	6	16	7	422	519	70	iron, screw.
978	15,048	Laconia	ditto	„	„	G. M. Papayanni and others	256	5	31	1	20	0	783	1,151	200	iron, screw.
979	15,052	Fire King	ditto	„	„	H. Grissell	105	6	18	8	10	4	76	121	60	iron.
980	15,369	Inca	ditto	„	„	Pacific Steam Navigation Company	180	7	20	8	10	8	230	290	80	iron.
981	15,375	Druid	ditto	„	„	John Hunter and another	161	0	20	1	9	4	137	217	135	iron.
982	7,855	Comet	ditto	„	1854	W. and E. Forster	137	0	18	9	9	0	93	148	80	
983	15,377	Fury	ditto	„	1856	Liverpool Steam Tug Company	131	7	20	8	10	2	127	200	100	iron.
984	6,381	Toward Castle	ditto	„	1854	E. Prendeville and others	106	2	15	5	7	6	50	79	50	iron.
985	16,166	Blazer	ditto	„	1856	Liverpool Steam Tug Company	150	4	23	1	13	1	212	337	180	iron.
986	16,167	Conqueror	ditto	„	„	Cruse and Downham	90	8	16	7	9	1	51	82	60	
987	16,188	Rhone	ditto	„	„	Bibby and others	257	2	34	6	22	5	943	1,387	180	iron, screw.
988	16,193	Favourite	ditto	„	„	George Craggs	92	8	18	2	9	4	64	101	60	
989	16,199	Koh-i-noor	ditto	„	1850	J. O. Lever	147	7	12	1	5	5	45	71	52	iron.
990	16,200	Sovereign	ditto	„	1856	John Erskine and others	177	9	25	2	12	9	298	439	90	iron, screw.
991	15,197	Albion	ditto	„	1831	J. L. Lloyd	115	5	16	3	10	3	78	124	60	
992	16,854	Saladin	ditto	„	1856	George Holt and others	183	9	24	3	14	3	347	510	60	iron, screw.
993	16,882	Danube	ditto	„	„	J. J. Bibby and others	257	3	34	6	22	5	942	1,386	180	iron, screw.
994	17,782	Plynlymon	ditto	„	„	T. and J. Vernon	125	5	20	5	11	1	142	209	50	iron, screw.
995	17,783	Valparaiso	ditto	„	„	Pacific Steam Navigation Company	234	1	29	1	14	4	839	1,060	320	iron.
996	24,181	Nymph	ditto	„	1851	Robert Hetherington	113	3	17	9	7	9	57	91	45	iron.
997	11,570	Despatch	ditto	1857	1856	Liverpool Steam Tug Company	129	0	20	2	10	0	114	181	80	iron.
998	12,199	Gipsy	ditto	„	1857	W. D. Applebee and others	62	6	12	0	4	0	23	33	10	iron, screw.
999	14,633	Chieftain	ditto	„	1856	Thomas Redhead	99	2	17	4	9	4	56	89	50	
1,000	19,183	Annie	ditto	„	1857	F. D. P. Astley	86	0	13	0	6	5	27	40	25	iron, screw.
1,001	22,612	Montagu	ditto	„	1855	John Bacon and others	190	7	25	4	12	7	300	441	100	iron, screw.
1,002	19,571	Bridgwater	ditto	„	1857	Algernon Egerton	109	2	20	1	8	1	79	126	70	iron.
1,003	2,139	Paragon	ditto	„	1852	J. Seed	78	0	16	2	8	5	37	59	30	
1,004	19,969	James Kennedy	ditto	„	1857	John Bacon and others	175	0	27	5	17	2	418	535	70	iron, screw.
1,005	19,972	Resolute	ditto	„	„	A. H. Campbell	161	0	24	8	13	5	86	375	200	iron.
1,006	20,132	Crimean	ditto	„	„	J. J. Bibby and others	261	7	36	0	22	0	1,002	1,473	252	iron, screw.
1,007	20,281	Sailor King	ditto	„	„	H. J. Ward and others	105	2	19	0	10	0	57	118	60	iron.
1,008	16,848	Fanny	ditto	„	1846	T. G. Winder	121	2	17	5	7	2	56	89	45	iron.
1,009	20,453	Retriever	ditto	„	1857	New Steam Tug Company	158	8	23	0	12	0	54	300	140	iron.
1,010	2,371	Victoria	ditto	„	1837	W. and T. Joliffe	114	3	21	4	10	9	118	193	100	
1,011	20,460	Agia Sofia	ditto	„	1857	G. M. Papayanni and others	259	0	34	0	22	0	977	1,437	200	iron, screw.
1,012	20,536	Storm King	ditto	„	„	H. J. Ward and others	137	0	21	0	11	1	100	199	100	iron.
1,013	20,541	Rescue	ditto	„	„	Liverpool Steam Tug Company	139	6	20	3	10	0	127	202	100	iron.

RETURN of Steam Vessels Registered in the United Kingdom on or before the 1st day of January 1864, &c.—*continued.*

No.	Official Number.	VESSELS' NAMES.	Port and Date of Registry.	Date of Build.	REGISTERED OWNERS.	DIMENSIONS. Length.	Breadth.	Depth of Hold.	TONNAGE. Exclusive of Engine Room.	Gross Tonnage.	Horse Power.	—
						Feet. 10ths.	*Feet. 10ths.*	*Feet. 10ths.*				
1,014	20,548	Teazer	Liverpool - 1858	1857	Thomas Redhead	126 4	22 7	11 0	127	202	120	
1,015	20,774	Earl of Ellesmere	ditto - „	„	Algernon Egerton	109 9	20 0	8 0	72	114	60	iron.
1,016	21,054	United Kingdom	ditto - „	„	United Steam Tug Company	141 8	24 1	12 2	130	281	150	iron.
1,017	16,699	Cloda	ditto - „	„	Pacific Steam Navigation Company	214 4	30 4	16 1	475	699	150	iron, screw.
1,018	21,061	Brother Jonathan	ditto - „	„	United Steam Tug Company	140 8	24 2	12 6	178	283	150	iron.
1,019	21,488	Wasp	ditto - „	1858	Robert Hetherington	131 9	19 0	8 5	82	130	70	iron.
1,020	21,492	Firefly	ditto - „	„	G. E. Dering	74 0	10 8	5 0	16	24	20	iron, screw.
1,021	14,544	Genova	ditto - „	1850	F. A. Tamplin and others	165 0	25 5	15 3	342	502	100	iron, screw.
1,022	25,076	Albion	ditto - „	1858	Charles M'Iver	112 1	17 1	8 0	38	74	50	iron, screw.
1,023	6,040	Mary Agnes	ditto - „	1848	W. and T. Joliffe	93 0	17 7	8 8	51	81	40	
1,024	26,169	Callao	ditto - „	1858	Pacific Steam Navigation Company	235 0	29 0	14 5	841	1,062	320	iron.
1,025	1,608	Kangaroo	ditto - 1859	1853	William Inman and others	257 4	36 2	19 9	1,196	1,719	300	iron, screw.
1,026	27,641	Plantagenet	ditto - „	1859	Alfred Holt and others	202 4	27 2	16 4	472	695	70	iron, screw.
1,027	13,759	Bœotia	ditto - „	1856	A. B. Forwood	220 1	29 4	22 7	646	950	140	iron, screw.
1,028	27,649	Kong Brage	ditto - „	1859	H. M. Lawrence	102 5	17 1	7 7	53	84	40	iron.
1,029	17,490	Ionia	ditto - „	1856	J. J. Bibby and others	244 4	32 1	25 9	944	1,388	210	iron, screw.
1,030	20,451	Cairo	ditto - „	1857	- - ditto	256 2	35 0	22 0	996	1,465	210	iron, screw.
1,031	27,655	Delta	ditto - „	1859	W. F. M'Gregor	121 0	14 6	7 9	62	98	40	iron.
1,032	2,368	Liver	ditto - „	1846	Griffiths & Co.	107 6	19 7	10 1	89	142	100	iron.
1,033	27,441	Bogota	ditto - „	1852	Pacific Steam Navigation Company	258 1	30 0	17 5	1,160	1,461	320	iron.
1,034	27,931	Light of the River	ditto - „	1859	W. F. M'Gregor	175 0	18 6	9 1	129	204	80	steel.
1,035	27,936	Venetian	ditto - „	„	J. J. Bibby and another	270 5	33 7	22 8	1,025	1,508	225	iron, screw.
1,036	28,171	Bird of the Harbour	ditto - „	„	W. F. M'Gregor	100 0	21 9	9 3	83	132	90	iron.
1,037	13,746	Glasgow	ditto - „	1851	William Inman	262 3	36 0	18 0	1,154	1,697	400	iron, screw.
1,038	6,348	Edinburgh	ditto - 1860	1855	William Inman and others	300 5	39 8	19 0	1,494	2,197	450	iron, screw.
1,039	28,178	Sicilian	ditto - „	1859	J. J. Bibby and others	270 5	33 7	22 8	1,014	1,492	250	iron, screw.
1,040	22,567	Nile	ditto - „	1853	Joseph Rodrigues	82 6	17 0	9 0	44	70	35	iron, screw.
1,041	28,182	Brackley	ditto - „	1859	Algernon Egerton	116 0	17 6	7 6	77	122	50	iron.
1,042	28,184	San Carlos	ditto - „	1860	Pacific Steam Navigation Company	199 8	30 2	18 6	444	652	270	iron, screw.
1,043	28,195	Guyaquil	ditto - „	„	- - ditto	208 7	30 2	18 7	449	661	250	iron, screw.
1,044	18,781	Atlantic	ditto - „	1857	W. M. Moss and others	254 0	30 0	24 1	1,112	1,309	150	iron, screw.
1,045	28,606	Syrian	ditto - „	1860	J. J. Bibby and others	270 5	33 7	22 8	1,015	1,492	250	iron, screw.
1,046	28,612	King Eyo Honesty, 2d	ditto - „	„	G. H. Horsfall	103 0	14 0	7 7	52	73	30	iron.
1,047	28,621	Emperor	ditto - „	„	John Jarvil	133 7	22 1	10 9	106	208	90	iron.
1,048	28,630	Colonist	ditto - „	„	John Jones and another	153 6	22 5	12 9	236	347	60	iron, screw.
1,049	10,098	Great Conquest	ditto - „	1857	W. R. Chisholm and another	98 0	18 4	10 4	26	110	60	
1,050	28,635	Helen	ditto - „	1860	Algernon Egerton	140 0	20 0	8 3	39	154	100	iron.
1,051	28,638	Morro	ditto - „	„	Pacific Steam Navigation Company	119 6	20 1	7 9	68	132	50	steel.
1,052	14,600	Vesper	ditto - „	1850	W. & T. Joliffe	151 2	17 6	7 8	76	121	85	iron.

1,053	28,647	Denbigh	ditto	„	1860	Clotworthy Boyd	182	6	22	5	8	7	163	258	100	iron.
1,054	16,873	Tubal Cain	ditto	„	1853	G. S. Sanderson	154	6	23	3	12	4	195	287	50	iron, screw.
1,055	6,909	Victory	ditto	„	1844	Charles Johnson	93	4	16	0	9	0	56	89	40	
1,056	4,656	Hope	ditto	„	1853	W. M. Moss and others	206	8	30	1	-	-	737	1,084	180	iron, screw.
1,057	17,842	Lion	ditto	„	1856	John Macann	116	3	20	0	11	3	87	163	80	iron.
1,058	17,193	Berlin	ditto	„	1857	General Steam Navigation Company	226	5	28	0	-	-	487	740	420	iron.
1,059	29,152	Talisman	ditto	„	1860	Alfred Holt and others	212	6	28	1	16	9	581	738	80	iron, screw.
1,060	23,921	Sarah Sands	ditto	„	1846	Edward Bates and others	218	0	31	8	-	-	819	1,150	150	iron, screw.
1,061	29,158	Espigador	ditto	„	1860	T. B. Gibbons	119	0	18	7	7	0	93	114	30	iron, screw.
1,062	29,159	Cognac	ditto	„	„	James Harrison and others	170	0	25	1	16	4	376	490	70	iron, screw.
1,063	28,625	Deerhound	ditto	1861	1858	John Lancaster	128	6	16	6	-	-	99	125	56	iron, screw.
1,064	29,611	Hercules	ditto	„	1861	Cruse and Downham	112	6	19	6	10	2	73	152	70	iron.
1,065	29,615	Rover	ditto	„	„	New Steam Tug Company	115	6	19	6	10	2	76	156	70	iron.
1,066	29,620	Grecian	ditto	„	„	J. J. Bibby and others	310	0	34	0	24	0	1,555	1,854	400	iron, screw.
1,067	29,623	Rosetta	ditto	„	1860	W. F. M'Gregor	191	4	27	4	7	4	234	300	60	iron, screw.
1,068	29,624	Damietta	ditto	„	„	- - ditto	191	4	27	4	7	3	227	277	60	iron.
1,069	29,639	Amalia	ditto	„	1861	G. M. Papayanni and others	277	7	37	4	25	6	1,284	1,824	250	iron, screw.
1,070	1,989	Tiber	ditto	„	1851	J. J. Bibby and others	274	0	29	3	19	4	980	1,157	250	iron, screw.
1,071	29,640	Speedwell	ditto	„	1861	John Prendeville and others	121	0	18	3	8	7	81	131	64	iron.
1,072	29,647	Memnon	ditto	„	„	William Rathbone, jun., and others	253	6	32	6	23	0	927	1,209	150	iron, screw.
1,073	29,648	Italian	ditto	„	„	J. J. Bibby and others	310	0	34	0	24	0	1,560	1,859	250	iron, screw.
1,074	42,594	Eastham Fairy	ditto	„	„	H. M. Lawrence	125	0	19	2	7	7	79	115	60	iron.
1,075	43,552	Secretary	ditto	„	1847	C. & J. Cochran	93	1	17	0	9	1	37	100	56	
1,076	42,597	City of New York	ditto	„	1861	William Inman	335	5	40	3	18	0	1,679	2,360	550	iron, screw.
1,077	42,607	Swiftsure	ditto	„	„	Henry Gough	125	0	19	2	7	7	79	115	60	iron.
1,078	42,608	Bermuda	ditto	„	„	Edwin Haigh	216	2	29	0	20	4	717	897	135	iron, screw.
1,079	15,468	Greenock	ditto	„	1842	Matthew Wells	81	7	19	0	7	7	57	91	30	iron.
1,080	6,385	Glasgow	ditto	„	1841	- - ditto	81	8	19	1	7	1½	55	88	35	iron.
1,081	42,637	Island Queen	ditto	„	1861	J. Bland and others	141	5	23	1	11	2	120	255	110	iron.
1,082	10,565	Etna	ditto	„	1855	William Inman and others	308	6	37	4	19	0	1,494	2,120	450	iron, screw.
1,083	4,908	Eagle	ditto	„	1845	George Gouldin	93	2	20	5	36	0	93	135	70	iron.
1,084	42,648	Egyptian	ditto	„	1861	J. J. Bibby and others	335	0	34	2	24	0	1,689	1,986	260	iron, screw.
1,085	44,148	Slasher	ditto	„	„	Liverpool Steam Tug Company	133	3	21	2	11	0	109	196	90	iron.
1,086	44,151	Askalon	ditto	„	„	Alfred Holt and others	228	2	30	2	18	7½	631	875	100	iron, screw.
1,087	23,906	Calpe	ditto	„	1852	J. J. Bibby and others	297	2	29	0	20	0	1,134	1,347	220	iron, screw.
1,088	44,159	Colonia	ditto	„	1861	H. M. Lawrence and another	99	6	15	0	7	3	52	80	30	iron, screw.
1,089	44,170	Peru	ditto	„	„	Pacific Steam Navigation Company	260	4	32	1	15	2	904	1,307	360	iron.
1,090	44,179	Cruizer	ditto	1862	„	Liverpool Steam Tug Company	156	4	25	0	12	8	195	364	180	iron.
1,091	45,860	Anne	ditto	„	1854	Pacific Steam Navigation Company	153	3	22	0	11	4	344	414	40	iron, screw.
1,092	44,197	Copernicus	ditto	„	1862	W. J. Lamport and others	253	6	33	0	20	1	1,149	1,372	200	iron, screw.
1,093	44,198	Dalmatian	ditto	„	„	J. J. Bibby and others	335	0	34	2	24	0	1,693	1,989	400	iron, screw.
1,094	42,642	Dragon	ditto	„	1861	Thomas Harrison and others	160	0	22	6	12	8	257	315	60	
1,095	44,637	Pioneer	ditto	„	1862	William Jackson	41	4	6	2	3	0	1	5	8	iron; experimental.
1,096	44,639	Talcan	ditto	„	„	Pacific Steam Navigation Company	194	1	30	0	16	0	469	708	260	iron.
1,097	44,644	Estella	ditto	„	„	George Wright	54	6	15	6	6	0	18	28	16	screw.
1,098	19,875	Flying Childers	ditto	„	1857	Stephenson Chisholm, jun., and others	86	0	17	0	9	9	12	81	40	
1,099	16,159	Robert Ingham	ditto	„	1856	W. & T. Joliffe	87	7	18	1	9	5	13	84	43	
1,100	27,001	Scotia	ditto	„	1847	James Dorrington and another	201	5	28	2	13	2	203	462	400	iron.

RETURN of Steam Vessels Registered in the United Kingdom on or before the 1st day of January 1864, &c.—*continued.*

No.	Official Number.	VESSELS' NAMES.	Port and Date of Registry.	Date of Build.	REGISTERED OWNERS.	DIMENSIONS. Length.	Breadth.	Depth of Hold.	TONNAGE. Exclusive of Engine Room.	Gross Tonnage.	Horse Power.	——
						Feet. 10*ths.*	*Feet.* 10*ths.*	*Feet.* 10*ths.*				
1,101	25,048	Despatch	Liverpool 1862	1855	E. and J. T. Lawrence	190 4	25 1	14 0	294	469	120	iron, screw.
1,102	27,004	Anglia	ditto „	1847	Alexander Durant	193 2	27 9	13 8	201	457	350	iron.
1,103	22,043	Souchays	ditto „	1858	Frederick Chapple and another	193 7	27 3	15 7	436	593	140	iron, screw.
1,104	21,474	Adela	ditto „	1859	James Dorrington and another	212 9	22 8	11 2	175	398	194	iron.
1,105	44,663	Scout	ditto „	1862	Liverpool Steam Tug Company	129 6	20 4	10 0	98	168	80	iron.
1,106	44,664	Crusader	ditto „	„	Alfred Holt	231 3	30 9	18 7	725	901	100	iron, screw.
1,107	29,107	Florida	ditto „	1860	British and American Southern Steam Navigation Company.	267 2	37 0	21 0	1,452	1,707	250	iron, screw.
1,108	29,103	Alabama	ditto „	„	- - ditto	267 2	37 0	21 0	1,432	1,712	250	iron, screw.
1,109	43,557	Hero	ditto „	1846	W. W. Bruce and others	78 3	16 8	8 4	29	74	40	
1,110	29,018	Gladiator	ditto „	1860	C. K. Prislean	192 8	27 8	15 7	467	592	80	iron, screw.
1,111	44,668	Arabian	ditto „	1862	J. J. Bibby and others	335 0	34 2	24 1	1,695	1,995	260	iron, screw.
1,112	44,669	Castilian	ditto „	„	- - ditto	240 0	24 0	15 5	481	607	200	iron, screw.
1,113	4,968	Jupiter	ditto „	1837	James Carmichael	88 3	16 5	10 2	69	121	—	
1,114	26,845	Prince of Wales	ditto „	1858	Edward Bates	160 2	17 6½	7 5½	67	142	100	iron.
1,115	44,699	May Flower	ditto „	1862	Wallasey Local Board	135 6	20 0	8 1	132	182	70	iron.
1,116	27,493	Newport	ditto „	1853	Birkenhead Improvement Commissioners	128 1	23 2	8 9	56	136	70	
1,117	44,710	Water Lily	ditto „	1862	Wallasey Local Board	140 0	22 1	8 4	153	220	80	iron.
1,118	44,711	Royal Arch	ditto „	„	John Prendiville and others	121 2	19 8	10 8	99	169	70	iron.
1,119	44,717	Gerard	ditto „	„	Thomas Gerard and others	185 0	25 5	14 4	411	526	120	iron, screw.
1,120	45,366	Catalonian	ditto „	„	J. J. Bibby and others	240 0	24 0	15 5	481	607	200	iron, screw.
1,121	45,373	Phœnix	ditto „	„	New Steam Tug Company	126 6	19 0	10 0	111	178	80	iron.
1,122	45,375	Reliance	ditto „	„	- - ditto	126 8	19 7	10 1	110	180	80	iron.
1,123	45,378	Louisiana	ditto „	„	National Steam Navigation Company	307 2	39 9	25 7	1,643	2,167	300	iron, screw.
1,124	45,383	Wild Rose	ditto „	„	Wallasey Local Board	105 4	18 2	9 3	107	155	60	iron.
1,125	45,396	Nile	ditto „	„	W. F. M'Gregor	249 5	34 2	21 0	769	1,158	300	iron.
1,126	45,397	Victoria	ditto „	„	G. W. Campbell	133 2	22 2	11 7	118	212	100	iron.
1,127	45,402	Defiance	ditto „	„	James Beazley	129 1	21 3	10 6	114	199	90	iron.
1,128	3,712	Voltigeur	ditto „	1851	William Barratt and another	76 6	16 8	9 0	15	78	—	
1,129	45,413	Isis	ditto „	1862	W. M. Moss and others	302 5	33 0	25 6	1,436	1,725	250	iron, screw.
1,130	45,419	Esmeralda	ditto „	„	T. B. Gibbons	122 0	20 0	8 6	166	191	40	iron, screw.
1,131	3,159	Dolphin	ditto „	1844	W. J. Grazebrook	170 2	21 2	10 5	130	238	100	iron.
1,132	45,431	Columbus	ditto 1863	1862	G. W. Campbell	128 5	20 4	10 0	97	170	80	iron.
1,133	45,432	Rattler	ditto „	„	Liverpool Steam Tug Company	139 2	24 3	12 0	93	244	120	iron.
1,134	44,812	Georgiana	ditto „	„	T. Johnson	211 0	25 2	14 9½	407	519	120	iron, screw.
1,135	26,405	East Anglian	ditto „	1854	F. A. Tamplin	180 8	24 2	13 4	268	394	70	iron, screw.
1,136	45,456	Banshee	ditto „	1862	J. T. Laurence	214 8	20 0	11 3	217	325	120	iron, with steel plates.
1,137	44,803	Richmond	ditto „	1850	H. Gough	142 2	17 1	7 0	69	109	60	iron.

1,138	45,864	City of Cork	ditto	„	1863	W. Inman and others	265	0	33	3	25	0	1,082	1,547	200	iron, screw.
1,139	15,991	Nicolai	ditto	„	1839	W. J. Grazebrook	186	7	29	5	17	3	415	659	250	
1,140	45,873	Darien	ditto	„	1863	A. B. Forwood	204	5	31	6	16	8	908	1,172	130	iron, screw.
1,141	45,892	Sirius	ditto	„	1859	- - ditto	231	5	26	2	13	0	453	659	250	iron.
1,142	45,894	Lotus	ditto	„	1863	W. M. Moss	207	8	24	0	15	7	460	565	70	iron, screw.
1,143	24,658	St. Patrick	ditto	„	1854	B. Allan	231	5	33	2	20	6	880	1,102	250	iron, screw.
1,144	22,938	City of Limerick	ditto	„	1855	W. Inman	280	8	34	2	23	7	1,151	1,530	256	iron, screw.
1,145	25,221	Marley Hill	ditto	„	1854	F. H. Powell and others	167	8	26	5	14	0	380	462	70	iron, screw.
1,146	45,919	Cecile	ditto	„	1863	W. M. Moss	207	4	24	2	15	7	457	563	80	iron, screw.
1,147	45,921	Kepler	ditto	„	„	W. J. Lamport and others	272	2	32	0	22	9	1,246	1,500	180	iron, screw.
1,148	9,156	Cristobal Colon	ditto	„	1854	W. J. Tomlinson	273	6	37	0	-	-	1,108	1,598	250	iron, screw.
1,149	45,924	Liverpool	ditto	„	1855	Birkenhead Improvement Commissioners	124	5	22	0	9	1	99	157	40	iron.
1,150	45,934	Emperor	ditto	„	1863	United Steam Tug Company	125	6	20	2	10	0	102	175	75	iron.
1,151	42,541	Alliance	ditto	„	1857	E. Dronke	174	7	29	0	7	0	342	407	90	iron.
1,152	25,109	Mersey	ditto	„	1852	C. R. Stock	274	8	37	7	..	-	1,306	1,935	450	iron, screw.
1,153	25,132	Shannon	ditto	„	1853	- - ditto	272	6	37	3	-	-	1,162	1,787	450	iron, screw.
1,154	45,944	Persian	ditto	„	1863	J. J. Bibby and others	361	8	34	0	24	3	1,770	2,075	300	iron, screw.
1,155	45,950	The Southerner	ditto	„	„	C. K. Prislean	281	1	38	1	22	0	1,569	1,980	300	iron, screw.
1,156	47,452	Perano	ditto	„	1860	Pacific Steam Navigation Company	181	5	29	5	11	5	404	629	250	
1,157	47,458	City of London	ditto	„	1863	W, Inman and others	335	1	40	4	18	7	1,678	2,396	550	iron, screw.
1,158	27,881	Venezuelan	ditto	„	1859	T. B. Forwood	233	6	26	4	12	9	670	829	120	iron, screw.
1,159	47,460	St. Thomas	ditto	„	1863	Liverpool, Western, and Spanish-American Steam Packet Company.	226	0	31	2	17	4	998	1,246	150	iron, screw.
1,160	47,465	Great Victoria	ditto	„	1854	J. Baines and others	286	1	39	4	22	9	1,808	2,398	150	iron, screw.
1,161	42,955	Elfin	ditto	„	1862	J. Baines and another	129	0	22	0	12	0	175	233	40	screw.
1,162	29,325	Hero	ditto	„	1861	- - ditto	224	3	29	2	15	7	765	899	150	iron, screw.
1,163	45,170	Virginia	ditto	„	1863	National Steam Navigation Company	341	8	41	2	20	4	2,418	2,888	350	iron, screw.
1,164	22,876	Triton	ditto	„	1844	J. H. Wilson	174	0	19	3	-	-	228	313	70	iron.
1,165	47,494	Bolivar	ditto	„	1863	Liverpool, Western, and Spanish American Steam Packet Company.	240	0	32	5	19	7½	963	1,180	160	iron, screw.
1,166	47,497	Varina	ditto	„	„	J. Jones, jun.	105	1	15	0	8	0	41	69	39	iron, screw.
1,167	47,520	Sturdy	ditto	„	„	H. B. Gilmour	95	1	17	7	7	8	52	93	45	iron.
1,168	45,610	Quickstep	ditto	„	„	S. Chisholm	90	4	17	6	9	4	24	86	45	
1,169	47,541	Montezuma	ditto	„	1858	Liverpool, Western, and Spanish-American Steam Packet Company.	221	5	30	0	19	2	705	911	140	iron, screw.
1,170	47,555	Chile	ditto	„	1863	Pacific Steam Navigation Company	274	9	36	0	15	1	1,174	1,672	400	iron.
1,171	47,558	Royal Standard	ditto	„	„	H. T. Wilson and others	269	0	40	3	19	4	1,598	2,033	250	iron, screw.
1,172	47,564	Coquette	ditto	„	„	M. G. Klingender	218	5	25	2	12	0	391	546	150	iron, screw.
1,173	47,567	Lucy	ditto	„	„	E. J. Lomnitz	215	2	20	0	10	9	193	300	140	iron.
1,174	1,472	Hayti	ditto	„	1854	Liverpool, Western, and Spanish-American Steam Packet Company.	260	0	30	3	20	3	878	1,122	196	iron, screw.
1,175	17,625	Clyde	ditto	„	1851	F. H. Powell and others	181	4	22	0	14	0	274	403	90	iron, screw.
1,176	47,583	Ranger	ditto	„	1863	J. H. Wilson	232	6	25	0	10	0	352	475	150	iron.
1,177	47,588	Wild Dayrell	ditto	„	„	E. Lawrence	215	0	20	0	10	9	213	320	140	iron.
1,178	47,599	Mexican	ditto	„	„	A. B. Forwood	238	2	32	2	16	9	1,038	1,280	140	iron, screw.
1,179	47,600	Pensylvania	ditto	„	„	National Steam Navigation Company	341	0	41	1	20	0	2,415	2,890	300	iron, screw.
1,180	1,891	Melita	ditto	„	1853	C. E. Dixon	246	0	30	3	25	6	853	1,255	180	iron, screw.
1,181	47,674	Nada	ditto	„	1863	L. Mann	201	2	29	2	18	7	717	881	100	iron, screw.
1,182	3,062	Albion	ditto	„	1844	A. B. Forwood	151	0	22	1	10	4	187	259	150	iron.

RETURN of Steam Vessels Registered in the United Kingdom on or before the 1st day of January 1864, &c.—*continued.*

No.	Official Number	VESSELS' NAMES.	Port and Date of Registry.	Date of Build.	REGISTERED OWNERS.	DIMENSIONS.			TONNAGE.		Horse Power.	—
						Length.	Breadth.	Depth of Hold.	Exclusive of Engine Room.	Gross Tonnage.		
						Feet. 10*ths.*	*Feet.* 10*ths.*	*Feet.* 10*ths.*				
1,183	47,614	Dagmar	Liverpool 1863	1863	A. F. Egerton	138 0	21 0	8 4	95	183	95	iron.
1,184	44,932	Talbot	ditto „	1861	T. Smith and another	93 5	19 7	11 5	62	142	70	iron.
1,185	4,615	Helena	ditto „	1854	J. Bacon	137 8	17 9	10 7	128	189	30	iron, screw.
1,186	47,629	Greyhound	ditto „	1863	H. Lafone	201 4	22 7	13 0	290	372	80	iron, screw.
1,187	47,631	Forest Queen	ditto „	„	A. B. Forwood	171 4	24 0	12 0	289	369	80	iron, screw.
1,188	25,593	*Atlas	Llanelly 1850	1850	R. J. Neville	74 0	16 5	9 0	6	79	50	iron.
1,189	29,401	Samson	ditto 1862	1861	C. W. Neville and others	94 2	19 1	9 9	33	111	80	
1,190	44,106	Leopard	ditto 1863	„	Llanelly Steam Navigation Company	91 6	14 9	8 2	42	67	25	iron, screw.
1,191	19,890	Ranger	ditto „	1857	W. Bowen	92 3	18 8	9 8	17	98	40	
1,192	5,896	*Post Boy	Lowestoft 1852	1843	W. B. Roe and others	69 7	11 9	5 8	17	35	16	
1,193	14,737	*Royal Victoria	ditto 1853	1837	J. O. Lever	187 0	22 8	15 4	438	615	250	
1,194	18,636	*Arab	ditto „	1835	North of Europe Steam Navigation Company	130 6	22 5	13 2	131	303	150	
1,195	5,892	*Imperial	ditto 1854	1851	Lowestoft Railway and Harbour Company	72 6	14 5	8 7	21	66	28	
1,196	5,891	*Pursuit	ditto „	1843	- - ditto	62 1	14 0	7 7	12	46	20	
1,197	10,096	Powerful	ditto 1859	1856	J. B. Owen	84 2	18 1	9 0	20	81	40	
1,198	12,602	*Norfolk Hero	Maryport 1853	1848	W. and T. Joliffe	73 3	14 9	8 7	19	65	33	
1,199	12,603	*Rambler	ditto „	1846	Maryport Steam Shipping Company	69 9	14 0	8 0	15	55	28	
1,200	12,601	*Senhouse	ditto 1855	1854	- - ditto	80 3	16 2	9 3	32	95	50	
1,201	18,261	Maryport	ditto 1859	1858	- - ditto	108 0	18 7	9 7	34	122	70	iron.
1,202	19,733	Harriet	Middlesbro' 1861	1857	H. W. F. Bolckow and another	199 4	25 1	14 7	401	496	70	iron, screw.
1,203	28,654	Ann	ditto „	1860	- - ditto	210 0	28 6	17 5	467	688	130	iron, screw.
1,204	19,482	Middlesbrough	ditto „	1857	- - ditto	142 6	20 1	10 9	161	237	40	iron, screw.
1,205	7,754	Tartar	ditto „	1853	William Fellowes and others	79 2	16 5	8 0	21	61	30	
1,206	7,318	Firebrand	ditto „	1847	- - ditto	74 9	16 1	8 6	15	60	34	
1,207	6,333	Commodore	ditto „	„	- - ditto	85 0	16 4	8 7	26	69	40	
1,208	23,741	Belmont	ditto „	1853	Stockton and Darlington Railway Company	81 9	17 0	9 0	19	73	35	
1,209	4,985	Catherine	ditto „	1842	George Dixon and another	71 3	13 0	6 1	14	33	16	
1,210	26,957	Little Western	ditto „	1844	John Wake and another	77 4	11 6	6 1	12	32	14	
1,211	6,234	Jane and Phœbe	ditto „	1852	Stockton and Darlington Railway Company	72 7	15 9	8 2	13	50	35	
1,212	29,483	River Queen	ditto „	1861	William Duncan and others	95 1	15 2	6 4	46	65	20	iron.
1,213	16,220	Ironmaster	ditto „	1856	H. W. F. Bolckow and another	178 5	24 5	13 0	268	394	80	iron, screw.
1,214	29,484	River King	ditto 1862	1862	C. C. Duncan and others	91 6	14 0	7 2	32	59	19	
1,215	19,873	Walker	ditto „	1857	Alexander Petrie and another	83 0	16 3	8 8	14	66	30	
1,216	45,141	Confidence	ditto „	1862	F. J. Leach and another	98 8	18 4	9 1	37	103	50	
1,217	45,142	Integrity	ditto „	„	- - ditto	81 4	16 4	8 9	22	69	28	
1,218	2,476	Pilot	ditto „	1848	John Sharp	68 4	15 6	8 2	12	47	38	
1,219	45,143	Progress	ditto 1863	1862	Corporation of Middlesbro'	51 0	14 8	3 7	8	19	12	
1,220	45,144	Gladstone	ditto „	1863	J. W. Pease	207 6	28 5	14 2	506	650	110	iron, screw.
1,221	45,145	Fearless	ditto „	„	E. T. Hankey	82 6	17 2	8 3	27	75	30	

1,222	9,775	Cardinal Wolsey	ditto	„	1845	W. Duncan and others	104 1	12 1	15 8	31	44	20	iron.		
1,223	47,052	Victor	ditto	„	1863	F. J. Leach and another	90 2	17 5	8 9	22	79	40			
1,224	47,053	Champion	ditto	„	„	- - ditto	93 1	14 6	6 6	23	48	25			
1,225	2,744	Secret	ditto	„	1851	J. Wilson and others	69 5	14 1	7 0	11	39	24			
1,226	27,689	Pembrokeshire	Milford	1860	1860	Thomas Jackson and another	71 8	15 4	7 5	28	41	24			
1,227	- -	*Ann and Jane	Newcastle	1825	1823	John Johnston	67 6 in.	16 11 in.	9 1 in.	27	–	–			
1,228	- -	*Majestic	ditto	1826	1826	Robert Johnston and others	56 2 in.	14 8½ in.	7 11 in.	21	–	–			
1,229	- -	*Ocean	ditto	1834	1834	William Innis and another	57 10 in.	12 4 in.	6 0	18	–	–			
1,230	11,894	*John and William	ditto	1838	1838	John Cooper and others	70 8	14 5	8 2	23	64	30			
1,231	- -	*X. L.	ditto	„	1827	Ralph Wilson	44 6 in.	11 0	6 4 in.	11	–	–			
1,232	- -	*Prince Albert	ditto	1842	1842	Thomas Ellis	66 2	13 4	7 8	15	52	–			
1,233	7,267	*Laurel	ditto	1843	„	Matthew Harrison and another	70 0	11 7	6 1	19	38	15			
1,234	- -	*Martello	ditto	„	1843	Campbell & Co.	71 0	12 2	6 2	19	41	–			
1,235	- -	*William and Mary	ditto	„	„	William Tase	73 7	15 6	8 7	25	76	–			
1,236	7,252	*Ellen Browne	ditto	„	„	Harrison and others	68 0	15 0	8 6	22	71	27			
1,237	- -	*Don	ditto	1845	1845	John Wilson	59 5	12 7	7 0	13	37	–			
1,238	- -	*Admiral	ditto	„	1843	Anthony Strong and others	73 3	16 0	8 7	23	76	–			
1,239	- -	*Mary	ditto	„	1833	William Brown and others	52 2	12 4	6 8	11	32	–			
1,240	7,627	*Joseph and William	ditto	„	1845	J. Conley	63 7	12 7	7 9	14	45	20			
1,241	- -	*Ranger	ditto	1847	1847	Anthony Strong	83 4	17 2	9 3	20	92	–			
1,242	4,999	*Margaret	ditto	„	1839	John Forster and another	55 7	12 8	6 9	13	37	20			
1,243	4,997	*Undaunted	ditto	„	1838	Henry Hindmarsh and others	63 2	13 3	7 3	18	48	20			
1,244	3,785	*Vespers	ditto	1850	1841	William Burrell and another	59 5	11 8	6 3	14	32	10			
1,245	22,565	*Industry	ditto	1852	1852	George Reed	71 7	13 3	7 4	10	42	–			
1,246	3,693	*Robert and Jane	ditto	1853	1847	James Wilson	65 6	11 3	6 0	13	31	14			
1,247	26,276	*John Bowes	ditto	„	1852	C. M. Palmer and others	148 9	25 7	15 6	375	486	70			
1,248	22,585	*Wanderer	ditto	„	1843	D. Cunningham	70 5	11 6	6 2	15	35	14			
1,249	24,495	William	ditto	„	1842	William Charlton and another	72 0	11 4	6 2	13	34	15			
1,250	1,970	*Blessing	ditto	1854	1838	William Heads	59 9	13 7	7 7	12	47	–			
1,251	22,606	Waterman	ditto	„	1854	J. & R. Stark	65 3	13 4	7 3	11	37	18			
1,252	14,507	*Normanby	ditto	1855	1855	John Hall	150 0	22 9	13 0	267	353	50	iron, screw.		
1,253	30,417	*Victoria	ditto	„	„	William Smith	119 4	22 2	14 0	78	274	180			
1,254	22,602	Lord Raglan	ditto	„	„	John Ormston and others	190 3	27 1	13 9	351	516	86	iron, screw.		
1,255	26,965	Carbon	ditto	„	„	Thomas Headley and others	174 7	27 6	19 0	399	587	80	iron, screw.		
1,256	3,279	Otter	ditto	„	„	John Ormston and another	188 2	25 0	15 7	322	473	80	iron, screw.		
1,257	7,269	Olive	ditto	1856	1848	John Swanston and others	75 4	13 8	6 7	14	39	18			
1,258	14,503	Alma	ditto	„	1855	R. Moore	73 0	13 9	7 0	12	41	20			
1,259	14,506	Blaydon	ditto	„	1856	Cowan & Douglas	72 9	14 4	7 6	10	45	20			
1,260	16,790	Terror	ditto	1857	1857	G. & C. M. Palmer	91 3	16 7	8 1	33	79	45	iron.		
1,261	12,908	Wards	ditto	„	„	Robert Redhead and another	77 7	15 1	8 1	12	54	25			
1,262	15,650	Jarrow	ditto	„	„	G. & C. M. Palmer	91 4	15 4	7 0	25	63	30			
1,263	19,382	John and Mary	ditto	„	„	J. Hopper, sen.	70 9	14 0	7 4	11	44	20			
1,264	7,255	William Cargill	ditto	„	1850	Crone & Archer	67 5	12 5	7 1	10	35	15			
1,265	20,255	Felling	ditto	„	1857	Jonathan Hall and others	69 2	13 7	7 6	11	40	20			
1,266	20,256	Bonnie Dundee	ditto	„	„	James Armour	71 8	14 7	7 7	10	41	24			
1,267	20,741	Sir Colin Campbell	ditto	1858	1858	G. R. Turnbull and another	73 8	14 9	7 0	13	47	22			
1,268	20,742	British Queen	ditto	„	1842	Robert Turnbull	63 0	15 7	7 4	16	50	18			
1,269	20,744	Mystery	ditto	„	1858	William Brown and others	74 4	14 7	7 8	10	50	21			
1,270	21,286	Bon Accord	ditto	„	„	Lancelot Newton	74 0	14 9	7 0	11	45	20			

RETURN of Steam Vessels Registered in the United Kingdom on or before the 1st day of January 1864, &c.—*continued.*

No.	Official Number.	VESSELS' NAMES.	Port and Date of Registry.	Date of Build.	REGISTERED OWNERS.	DIMENSIONS.			TONNAGE.		Horse Power.	—
						Length.	Breadth.	Depth of Hold.	Exclusive of Engine Room.	Gross Tonnage.		
						Feet. 10*ths.*	*Feet.* 10*ths.*	*Feet.* 10*ths.*				
1,271	21,287	Venture	Newcastle 1858	1858	G. Elliott	76 7	15 0	8 4	9	52	27	
1,272	2,072	Honor	ditto „	1853	John Lakey	69 4	13 9	7 0	11	38	18	
1,273	21,288	Lomonosoff	ditto „	1858	Thomas Henderson	109 4	19 9	10 0	63	122	60	iron.
1,274	21,290	Edward Hawkins	ditto „	„	Thomas Hodson and others	227 5	32 0	17 5	798	968	90	iron, screw.
1,275	21,291	Benwell	ditto „	„	Robert Sharp and another	67 0	13 5	7 0	10	38	18	
1,276	26,874	Berbice	ditto 1859	1859	Hugh Sproston and others	181 5	21 6	9 0	178	282	120	iron.
1,277	26,875	Rosamond	ditto „	„	John Batey and others	71 7	14 5	7 0	12	47	21	
1,278	26,876	Pasha	ditto „	„	Sir Samuel Cunard, Bart.	92 0	25 3	8 4	99	179	25	iron, screw.
1,279	26,877	Towneley	ditto „	1858	Addison, Potter and others	66 1	14 1	6 6	13	43	26	iron.
1,280	26,878	Boston	ditto „	1859	J. D. Bootiman and others	71 0	14 3	7 7	12	47	24	
1,281	26,880	Louise Crawshay	ditto „	„	John Rogerson	110 8	14 1	6 5	23	63	30	iron.
1,282	27,896	Cygnet	ditto „	„	Charles Lodge	70 0	14 2	7 0	10	43	20	
1,283	27,897	Dart	ditto „	1849	Thompson, Hutchinson and another	71 1	13 9	6 8	9	36	18	
1,284	28,314	Charlotte Ann Williamson.	ditto 1860	1860	Tyne General Ferry Company	116 8	16 5	6 0	68	108	40	iron.
1,285	28,315	Pilot	ditto „	„	W. T. Turnbull and another	82 4	16 3	8 9	19	67	30	
1,286	28,323	Garibaldi	ditto „	„	Tyne General Ferry Company	89 6	16 0	5 8	44	71	20	iron.
1,287	28,325	Hero	ditto „	„	J. P. Nicholson	70 8	13 0	6 3	13	33	18	
1,288	27,898	Onward	ditto „	„	William Armstrong	76 2	15 3	8 1	11	55	25	
1,289	22,618	Forrester	ditto „	1848	John Dobson and another	75 0	13 0	6 0	11	37	18	
1,290	29,105	Mary	ditto „	1860	John Lakey and others	71 4	14 2	7 6	17	45	30	
1,291	19,385	Scottish Maid	ditto „	„	Charles Stein	76 1	15 7	8 2	12	56	26	
1,292	29,108	North Star	ditto 1861	1861	Henry Carr	74 0	15 6	8 0	18	54	25	
1,293	22,642	Newcastle	ditto „	1847	William Gilroy	75 9	13 6	6 2	12	36	18	
1,294	29,114	Harry Clasper	ditto „	1861	Tyne General Ferry Company	115 6	16 7	7 5	70	103	40	iron.
1,295	2,174	Saint Clare	ditto „	1853	Robert Forster	70 0	13 9	7 0	11	36	18	
1,296	29,119	Punch	ditto „	1856	Tyne General Ferry Company	60 8	15 4	5 7	20	37	20	iron.
1,297	29,121	Anthony Nichol	ditto „	1861	Thomas Thompson and others	71 5	15 3	7 7	14	45	21	
1,298	26,963	Express	ditto „	1848	Robert Tait and others	72 3	13 3	6 5	10	35	18	
1,299	29,122	Percy	ditto „	1861	Dennis Cunningham	66 8	12 5	6 8	10	33	18	
1,300	43,591	Alderman Ridley	ditto „	„	R. B. Trotter	75 1	15 3	8 4	17	54	74	
1,301	29,116	Patriot	ditto „	„	Hogg & Co.	71 7	15 2	7 6	14	44	21	
1,302	43,595	Wansbeck	ditto „	„	Tyne General Ferry Company	97 5	16 3	5 6	37	56	30	iron.
1,303	3,620	Chevy Chace	ditto „	1848	John Ormston and others	161 2	24 1	13 0	254	332	80	iron, screw.
1,304	22,574	Elba	ditto „	1855	General Steam Navigation Company	200 5	28 0	16 5	448	660	80	iron, screw.
1,305	3,515	Earl Percy	ditto „	1849	John Ormston and others	164 9	24 5	14 0	291	376	80	iron, screw.
1,306	8,754	Brothers	ditto „	1854	Robert Redhead and another	71 5	14 9	8 0	12	—	30	
1,307	43,597	Briton	ditto „	1861	Robert Moore	71 8	14 6	7 2	14	41	70	iron, screw.
1,308	43,598	Prince of Wales	ditto „	„	Charles Carr	75 3	15 3	8 1	15	50	22	iron.

1,309	10,170	Chesapeake	Newcastle	1861	1853	John Rogerson	74	8	15	2	8	2	40	64	25	
1,310	2,477	Collingwood	ditto	1862	1842	Robert Redhead and another	56	6	13	7	6	7	9	29	14	
1,311	43,606	Estremadura	ditto	„	1862	Andrew Leslie	177	0	24	1	12	9	377	464	70	
1,312	43,611	Tynemouth	ditto	„	„	Tyne General Ferry Company	94	0	14	2	6	2	33	49	20	
1,313	43,612	Montrose	ditto	„	„	John and Francis Batey	73	3	15	2	7	8	19	51	20	
1,314	43,613	Mary Jane	ditto	„	„	Tyne General Ferry Company	94	0	14	3	6	2	34	49	24	iron.
1,315	43,615	Isabella	ditto	„	„	Russell Mortimer	131	2	14	5	6	0	47	81	60	iron.
1,316	15,710	Dart	ditto	„	1844	Tyne General Ferry Company	71	5	12	6	6	1	16	35	15	
1,317	21,274	Robert Airey	ditto	„	1858	Michael Wheldon and others	80	7	16	9	8	0	15	64	30	
1,318	43,618	Ravenna	ditto	„	1862	Antonio Gabrielli	62	0	12	5	7	8	14	34	25	iron, screw.
1,319	43,619	Newcastle	ditto	„	„	Tyne General Ferry Company	94	0	14	3	6	2	34	49	20	iron.
1,320	43,620	James Mason	ditto	„	„	F. J. Barry	82	1	16	0	8	7	25	66	35	
1,321	7,299	Amazon	ditto	„	1856	Hopper Jopling	72	6	13	9	7	1	12	42	20	iron.
1,322	45,148	Walker	ditto	„	1862	Tyne General Ferry Company	94	0	14	3	6	2	34	49	20	
1,323	2,108	Marshall	ditto	„	1852	Robert Lough, sen. and jun.	67	0	14	2	6	8	9	33	17	
1,324	29,120	Battalion	ditto	„	1861	William Laing, jun.	208	3	28	2	15	6	557	678	70	iron, screw.
1,325	29,106	Sentinel	ditto	„	1860	W. D. Stephens	192	0	24	3	13	0	390	518	100	iron, screw.
1,326	14,510	Kitten	ditto	„	1856	- - ditto	50	0	17	1	5	9	11	25	20	screw.
1,327	7,263	Brigadier	ditto	„	1855	- - ditto	170	3	24	7	13	6	302	444	70	iron, screw.
1,328	25,362	Gemariah	ditto	1863	1834	R. Tweddell and another	58	4	15	0	7	9	13	40	23	
1,329	45,154	Black Duck	ditto	„	1863	T. E. Smith and others	177	3	26	6	16	0	489	612	70	iron, screw.
1,330	45,158	Mulgrave	ditto	„	„	A. Potter	131	2	25	0	12	0	203	270	40	iron, screw.
1,331	2,165	Rainbow	ditto	„	1854	J. Hopper, jun.	70	7	14	1	6	8	14	37	17	
1,332	45,159	Adriatic	ditto	„	1863	C. M. Palmer	152	3	15	0	7	1	96	136	65	iron.
1,333	45,160	Robert Chambers	ditto	„	„	Tyne General Ferry Company	96	4	14	1	6	6	35	51	20	iron.
1,334	45,161	Gateshead	ditto	„	„	- - ditto	96	4	14	1	6	6	35	51	20	iron.
1,335	45,166	Louise Crawshay	ditto	„	„	- - ditto	96	4	14	1	6	6	35	51	20	iron.
1,336	45,162	Cowen	ditto	„	1859	Tyne Improvement Commissioners	84	2	17	2	9	1	24	79	35	
1,337	45,163	Commissioner	ditto	„	1862	- - ditto	90	6	19	5	9	5	34	102	45	
1,338	45,164	Progress	ditto	„	1863	- - ditto	85	2	17	8	9	2	22	82	38	
1,339	45,165	R. T. C., No. 1	ditto	„	1862	- - ditto	99	6	28	0	11	3	139	239	22	iron, screw.
1,340	47,764	Joseph Straker	ditto	„	1863	J. Straker and others	203	3	28	2	16	0	573	714	90	iron, screw.
1,341	5,360	Ocean Queen	ditto	„	1854	W. H. Stephenson and another	140	6	18	8	9	7	147	187	50	iron, screw.
1,342	10,073	Adur	ditto	„	1855	W. Brown	73	4	16	3	8	9	13	64	35	
1,343	45,651	Sussex	Newhaven	1862	1862	London, Brighton, and South Coast Railway Company.	110	0	17	8	9	9	93	135	32	iron, screw.
1,344	45,652	Normandy	ditto	1863	1863	- - ditto	112	6	17	9	10	2	107	149	32	iron, screw.
1,345	45,653	Alexandra	ditto	„	„	- - ditto	203	8	23	0	11	0	204	325	200	iron.
1,346	10,691	*Phœnix	Newport	1851	1848	Charles Hall	83	9	15	7	9	2	36	92	50	
1,347	13,002	Carrs	ditto	1855	1852	Samuel Homfray	72	5	13	9	7	7	19	54	35	
1,348	26,800	Thomas Powell	ditto	1856	1856	H. Pritchard and others	161	6	25	5	14	6	272	401	70	iron, screw.
1,349	13,864	Duke of Buccleugh	Penzance	1859	1830	James Bennett	77	1	13	3	7	8	20	49	15	
1,350	29,737	Bride	ditto	1863	1863	W. Harvey	163	7	23	1	12	1½	196	271	100	iron, screw.
1,351	5,734	*Queen	Plymouth	1846	1845	J. H. Gill and others	68	5	13	5	7	0	29	52	28	
1,352	5,700	*Alert	ditto	1852	1837	Saltash Steam Packet Company	9	0	11	2	5	4	24	43	28	
1,353	5,669	*Lord Yarborough	ditto	„	1826	James Blackmore and others	86	2	12	3	9	3	36	79	60	
1,354	5,722	Gipsy	ditto	1855	1845	St. Germans and Saltash Steam-boat Company	72	0	12	2	6	5	29	46	22	iron.
1,355	23,310	Emperor	ditto	1856	1842	J. H. Gill and others	89	1	14	0	6	9	46	73	32	iron.
1,356	19,786	Fairy	ditto	1857	1857	St. Germans and Saltash Steam-boat Company	98	9	14	4	6	0	37	59	40	

RETURN of Steam Vessels Registered in the United Kingdom on or before the 1st day of January 1864, &c.—*continued.*

No.	Official Number.	VESSELS' NAMES.	Port and Date of Registry.	Date of Build.	REGISTERED OWNERS.	DIMENSIONS.			TONNAGE.		Horse Power.	—
						Length.	Breadth.	Depth of Hold.	Exclusive of Engine Room.	Gross Tonnage.		
						Feet. 10*ths.*	*Feet.* 10*ths.*	*Feet.* 10*ths.*				
1,357	15,975	Willington	Plymouth - 1857	1856	Gill and others	84 0	17 0	9 2	13	75	40	
1,358	13,941	Contractor	ditto - 1863	1849	H. Lee and another	85 9	16 7	9 5	35	85	40	
1,359	13,861	Earl of Malmesbury	ditto - 1858	1825	Earl of Mount Edgcumbe	107 4	17 2	9 7	59	109	50	
1,360	9,066	Mystery	ditto - 1859	1845	W. S. Andrews	79 5	11 0	7 0	24	36	40	iron, screw.
1,361	21,528	Princess	ditto - 1861	1844	J. H. Gill and others	110 5	14 0	7 5	44	69	40	iron.
1,362	44,334	Volunteer	ditto - 1862	1862	Robinson Ridley	86 2	16 3	7 1	31	59	45	
1,363	13,271	*Purbeck	Poole - 1850	1850	W. J. Pike and another	72 0	13 0	6 7	22	47	20	iron.
1,364	19,683	Her Majesty	Portsmouth 1851	„	Portsmouth and Ryde Steam Packet Company	129 1	14 0	7 2	49	75	40	iron.
1,365	19,687	*Princess Royal	ditto - „	„	- - ditto	107 6	13 2	8 3	57	87	40	
1,366	19,684	*Prince of Wales	ditto - „	„	- - ditto	107 6	13 2	8 3	57	87	40	
1,367	19,685	*Prince Albert	ditto - „	1847	- - ditto	96 0	12 4	8 1	46	67	50	
1,368	19,680	*Ranger	ditto - 1853	1851	William Ray	72 5	14 8	8 6	22	44	35	
1,369	15,987	Ursa Major	ditto - 1856	1856	- - ditto	90 3	17 0	9 0	21	82	45	
1,370	19,200	Pleiades	ditto - 1858	1858	- - ditto	84 3	17 0	8 9	16	78	40	iron.
1,371	27,721	Prince Consort	ditto - 1859	1859	Portsmouth and Ryde United Steam Packet Company.	154 5	15 1	6 7	65	104	60	iron.
1,372	19,412	Monarch	ditto - 1862	1835	E. T. Frazer	68 0	14 4	7 6	9	48	28	
1,373	17,230	Prince of Wales	Preston - 1843	1842	Frederick Kemp and others	159 6	24 6	13 5	279	466	260	
1,374	19,448	*Lily	ditto - 1852	1839	Alsop & Smith	82 6	13 2	8 0	50	76	34	iron.
1,375	14,922	*Alice	ditto - „	1843	- - ditto	56 0	13 0	6 9	10	34	16	
1,376	16,853	Loch Lomond	ditto - 1862	1845	J. M'Leod Campbell	124 1	16 8	6 3	51	84	60	iron.
1,377	19,965	*Stour	Ramsgate - 1848	1848	Corporation of Sandwich	57 8	12 5	6 6	10	31	19	
1,378	9,410	*Lee	Rochester - 1840	1840	William Lee	89 4	16 8	6 2	46	71	24	
1,379	20,086	City of Rochester	ditto - 1849	1849	Giles & Boucher	123 0	14 0	7 7	46	73	40	
1,380	25,451	*Alma	ditto - 1855	1855	- - ditto	118 4	12 7	6 6	48	69	32	
1,381	27,613	Queen	ditto - 1859	1859	- - ditto	120 5	13 5	6 8	43	69	32	iron.
1,382	14,882	Don	ditto - 1861	1851	- - ditto	76 4	15 2	7 9	18	54	30	
1,383	18,053	Lass o' Gowrie	ditto - 1862	1856	W. W. Ford	79 6	16 7	9 0	12	65	27	
1,384	45,514	Gazelle	ditto - 1863	1860	W. Haymen	47 3	6 7	3 9	5	9	16	iron, screw.
1,385	45,526	North Kent	ditto - „	1863	W. Giles and another	100 0	12 6	6 5	30	46	24	
1,386	20,230	*Erin	Rye - 1854	1851	Commissioners of Rye Harbour	74 5	13 4	7 3	21	52	28	
1,387	3,950	Queen	St. Ives - 1852	1852	Bristol and Hayle Steam Packet Company	158 6	21 2½	11 3	178	295	160	iron.
1,388	7,802	Xantho	Scarborough 1860	1848	William Spong	114 0	17 8	8 4	44	97	60	iron.
1,389	19,050	Little Western	Scilly - 1858	1858	T. J. Buxton and others	115 9	18 5	9 4	67	115	35	iron, screw.
1,390	14,572	*Waterston	Shields - 1848	1848	E. M. Matthews	66 3	13 4	8 1	16	51	23	
1,391	7,650	*Morleys	ditto - 1849	1827	T. Sarginson	59 8	12 2	7 2	19	46	16	
1,392	2,449	*Britannia	ditto - „	1849	Pearson & Co.	71 4	14 8	8 5	19	63	30	
1,393	4,989	*Northumberland	ditto - 1850	1837	North and South Shields Ferry Company	65 9	16 6	8 4	18	74	33	
1,394	2,443	*Blyth	ditto - 1851	1851	W. J. Sidney and another	71 0	14 8	8 3	23	63	26	

1,395	26,138	*Victory	ditto	„	„	John Pletts	78	3	15	8	8	8	23	77	36
1,396	2,020	*Grace Darling	ditto	„	„	William Cowry	61	6	10	9	6	4	11	28	12
1,397	10,168	*Conqueror	ditto	„	„	William Hall	75	0	14	5	8	7	25	69	30
1,398	40,171	*Tam O'Shanter	ditto	„	„	Robert Chisholm	74	8	14	6	8	9	19	66	30
1,399	6,224	*Pilot	ditto	1852	1831	J. P. Rennoldson	53	4	13	3	7	6	14	41	18
1,400	12,109	*Vigilant	ditto	„	1851	Marquis of Titchfield	78	0	16	2	9	1	33	89	50
1,401	- -	*Henry Wright	ditto	„	1852	H. G. Graham and another	93	8	18	0	9	7	42	113	50
1,402	7,643	*Roberts & Ann	ditto	„	1843	Richard Heckets	66	2	14	3	8	0	18	57	26
1,403	26,140	*Welcome	ditto	„	1847	Edward Scott	67	2	14	4	8	1	14	55	29
1,404	10,174	*Avenger	ditto	1853	1848	J. D. Welch	75	9	14	9	8	8	22	54	–
1,405	15,259	*John Lee	ditto	„	1847	G. Stokel	60	0	12	9	7	1	10	36	18
1,406	7,633	*Test	ditto	„	1853	A. R. Grant	79	5	15	5	9	2	31	82	35
1,407	10,179	*Economy	ditto	„	1848	William Minto	65	0	13	8	7	9	17	51	26
1,408	4,963	*Margaret and Mary	ditto	„	1837	J. Pearson	57	8	14	1	7	2	14	43	20
1,409	10,169	*Jubilee	ditto	1854	1847	Thompson & Co.	66	4	13	6	8	1	14	49	22
1,410	10,166	*Lees	ditto	„	1853	Robert Lee & Son	73	0	14	3	8	5	21	62	25
1,411	10,165	*Harmony	ditto	„	1847	J. & W. Dial	66	1	13	2	8	0	14	48	20
1,412	2,083	*Brilliant	ditto	„	1849	Brown & Co.	62	2	12	3	7	0	14	38	13
1,413	7,645	*Albion	ditto	„	1852	R. Dawson	69	8	14	6	8	2	18	59	25
1,414	2,450	*Netherton	ditto	„	1838	A. Wardropper and another	60	5	13	8	7	3	13	45	20
1,415	- -	*Queen	ditto	„	1854	William Scott	81	2	13	6	7	4	63	83	–
1,416	15,258	*Active	ditto	„	1836	William & John Armstrong	63	3	13	6	7	5	13	48	25
1,417	2,038	*Rob Roy	ditto	1855	1855	James Cowperthwaite	73	2	13	3	7	5	20	50	20
1,418	2,166	Brothers	ditto	„	„	George Heads and others	82	0	16	0	8	0	28	81	35
1,419	2,115	William & Mary	ditto	„	„	Richard Dixon	71	2	14	6	7	5	21	54	20
1,420	2,155	British Warrior	ditto	„	„	William Bell and others	76	3	15	0	8	1	27	65	26
1,421	4,998	Tarset	ditto	„	1835	William Moore	56	3	14	6	7	0	7	38	18
1,422	22,641	Princess	ditto	„	1841	H. Stewart and another	72	6	12	4	6	7	15	41	16
1,423	7,630	General Pelissier	ditto	1856	1855	Marshall Tweddell	89	0	18	0	9	0	19	89	55
1,424	12,362	Powerful	ditto	„	1856	William Bailey	84	0	17	2	9	0	19	75	38
1,425	15,260	Sir George Grey	ditto	„	„	John Caldwell and others	84	0	16	0	9	0	49	78	40
1,426	17,044	Expert	ditto	„	„	J. R. Lawson	75	2	15	3	8	0	10	52	25
1,427	17,043	Enterprize	ditto	„	„	P. Cooper & Co.	80	8	15	5	8	0	10	60	30
1,428	17,058	Apollo	ditto	„	„	George Burnett	78	6	15	9	9	5	17	63	30
1,429	18,059	Earl Percy	ditto	1857	1857	T. Gibson and another	81	0	16	0	8	7	13	63	30
1,430	18,060	Olive Branch	ditto	„	„	Pearson & Stokes	75	3	15	2	8	0	12	54	26
1,431	10,106	Thomas & Mary	ditto	„	„	Thomas Dawson & Son	83	7	17	6	9	3	12	77	43
1,432	12,597	Telegraph	ditto	„	„	John Bewick & Son	79	5	15	8	8	0	13	62	30
1,433	13,313	Restless	ditto	„	„	Mary Brookbank	81	4	16	8	8	0	17	68	30
1,434	13,315	Alacrity	ditto	„	„	Robert Ray	75	8	15	0	8	0	11	56	26
1,435	14,958	Chanticleer	ditto	„	„	B. Pearson and another	75	8	15	0	8	4	12	54	25
1,436	7,398	Powerful	ditto	„	1843	John & M. Charlton	75	3	16	0	8	0	13	61	38
1,437	15,992	Bests	ditto	„	1857	A. Bullock and another	77	0	16	0	8	0	9	62	28
1,438	15,999	Gosforth	ditto	„	„	E. Knox and others	75	8	14	9	7	0	13	52	26
1,439	19,394	Lass o' Gowrie	ditto	„	„	Lamb & Verdy	80	9	16	0	8	5	14	62	30
1,440	19,399	Fury	ditto	„	„	Jacob & Robert Tweedy	80	7	17	1	9	0	16	69	30
1,441	19,878	War Eagle	ditto	„	„	Henry Thomas	80	8	16	1	8	8	14	64	30
1,442	8,945	Goliah	ditto	„	1854	T. B. & C. D. Barker	80	5	15	9	8	8	13	64	33
1,443	20,438	Lion	ditto	1858	1858	- - ditto	85	4	16	0	9	0	17	75	37

RETURN of Steam Vessels Registered in the United Kingdom on or before the 1st day of January 1864, &c.—*continued.*

No.	Official Number.	VESSELS' NAMES.	Port and Date of Registry.	Date of Build.	REGISTERED OWNERS.	DIMENSIONS.			TONNAGE.		Horse Power.	—
						Length.	Breadth.	Depth of Hold.	Exclusive of Engine Room.	Gross Tonnage.		
						Feet. 10*ths.*	*Feet.* 10*ths.*	*Feet.* 10*ths.*				
1,444	16,791	Tyne	Shields - 1858	1857	William Thorp	84 0	16 3	8 6	11	68	35	
1,445	21,452	Life Guard	ditto - „	1858	John Robson	79 7	16 2	8 0	12	60	29	
1,446	21,457	Champion	ditto - „	„	George Lamb and others	79 6	15 8	8 7	18	61	30	
1,447	21,458	Bull Dog	ditto - „	„	R. Russell and others	78 9	16 1	8 5	13	61	30	
1,448	21,740	Amelia	ditto - „	„	Thomas Dawson and others	82 3	16 4	9 0	16	69	36	
1,449	7,256	Good Intent	ditto - „	1838	A. Bullock and another	64 3	14 6	8 0	6	50	25	
1,450	21,746	Lightning	ditto - „	1858	John & George Bewick	82 5	17 0	9 1	12	71	35	
1,451	4,938	Waterwitch	ditto - „	1843	William & John Reed	68 2	15 2	7 0	5	46	30	
1,452	19,681	Chieftain	ditto - „	1850	William Clasper	70 3	15 0	8 3	13	47	26	
1,453	22,668	Imperial Prince	ditto - „	1858	George Chisholm and another	80 0	15 0	9 5	16	63	25	
1,454	22,673	Victoria	ditto - 1859	1859	William Catt	81 5	16 5	8 0	16	66	30	
1,455	27,351	Echo	ditto - „	„	William Gibson	81 6	16 0	8 0	14	66	30	
1,456	27,355	Leander	ditto - „	„	George Chisholm and others	82 6	16 0	8 0	21	70	30	
1,457	27,358	Pilot	ditto - „	„	Robert Gray and others	86 9	18 5	9 0	21	83	38	
1,458	27,359	Vixen	ditto - „	„	W. Stephenson, jun., and others	81 2	16 0	9 1	19	66	30	
1,459	27,364	Blue Bonnet	ditto - „	„	John Spence and others	74 5	14 9	7 0	14	46	20	
1,460	27,370	Robert Pow	ditto - „	„	Henry Gibson and others	85 8	16 7	8 0	19	68	30	
1,461	27,700	Samson	ditto - „	„	William Milburn and others	81 9	16 3	9 0	18	68	35	
1,462	27,702	John Usher	ditto - „	„	Joseph Ostend and another	85 0	17 3	9 0	23	74	35	
1,463	27,704	Liberty	ditto - „	„	Thomas Vardy and another	80 3	14 9	8 0	20	57	30	
1,464	27,713	J. P. Almond	ditto - 1860	1860	Thomas Crawford	76 6	15 6	8 0	16	57	25	
1,465	27,715	Vigilant	ditto - „	„	George Stephenson and another	77 0	16 1	8 6	14	56	25	
1,466	28,571	Blue Jacket	ditto - „	„	James Mouat	85 7	17 4	9 0	23	76	40	
1,467	28,572	Hope	ditto - „	„	Thomas Smith	68 5	14 5	7 0	15	26	20	
1,468	28,576	Home	ditto - „	„	John Oxley	79 4	15 7	8 0	15	58	26	
1,469	28,588	Tynemouth	ditto - „	„	William Joplin and others	75 0	14 8	7 0	12	46	25	
1,470	4,978	Hercules	ditto - „	1846	William Minto and others	74 2	16 2	8 3	10	53	25	
1,471	28,596	Sir William Wallace	ditto - 1861	1861	John Marshall	73 1	15 2	7 0	18	47	20	
1,472	2,296	Engineer	ditto - „	1853	J. W. Robson	72 3	14 5	7 9	12	46	24	
1,473	29,703	Northern Light	ditto - „	1861	John Bewick and others	92 8	17 7	9 5	33	92	38	
1,474	29,708	Renard	ditto - „	„	M. D. Wharrier and others	81 0	16 6	9 1	22	68	29	
1,475	19,384	Gipsy Queen	ditto - „	1857	Philip Clendon	74 5	15 2	7 8	11	47	24	
1,476	29,709	Heather Bell	ditto - „	1861	Alexander Scott and others	73 4	15 1	7 5	16	45	20	
1,477	29,707	Stranger	ditto - „	„	Stephenson Chisholm and another	80 0	16 5	9 0	19	66	30	
1,478	4,996	Onyx	ditto - „	1847	Anthony Potts	68 6	14 5	7 9	13	44	24	
1,479	27,365	Rapid	ditto - „	1859	Robert Gray and others	78 0	15 6	8 5	15	58	28	
1,480	29,717	British Hero	ditto - „	1861	Joseph Watson and others	79 5	16 9	8 8	18	64	28	
1,481	29,727	Robert Burns	ditto - „	„	Andrew Bain	76 4	16 7	9 1	21	71	29	
1,482	29,725	Wizard	ditto - „	„	William Dodds	71 7	15 5	8 5	14	54	25	

1,483	44,283	Sunbeam	ditto	1862	1862	Benjamin Pearson and another	76	5	16	1	8	3	15	42	25	
1,484	2,311	Lion	ditto	„	1845	Thomas Legg	66	1	15	0	8	0	9	45	22	
1,485	21,742	Vanguard	ditto	„	1858	Thomas Hepple	85	0	16	0	9	0	8	73	31	
1,486	44,286	Royal Albert	ditto	„	1862	Edward Pearson and others	78	4	16	5	8	7	23	66	25	
1,487	44,294	Effort	ditto	„	„	Charlotte Fayle	70	7	14	5	7	0	15	44	18	
1,488	44,295	Gloriana	ditto	„	„	T. B. Ridley and others	80	0	16	2	8	9	22	68	28	
1,489	44,297	Britannia	ditto	„	„	William Reveley and others	78	5	16	4	9	1	18	65	29	
1,490	44,296	Great Extended	ditto	„	„	Robert Forster and others	80	9	16	4	8	8	23	70	28	
1,491	44,306	Warrior	ditto	„	„	Robert Thompson and others	78	5	16	5	8	6	20	63	26	
1,492	10,161	Hecla	ditto	„	1854	Joseph Hall	72	7	15	1	8	0	18	54	30	
1,493	44,313	Marseille	ditto	„	1862	Joseph Ostens and another	84	7	17	8	9	4	30	83	36	
1,494	44,310	Kate	ditto	„	„	Edward Flinn and others	73	2	16	0	8	5	16	56	22	
1,495	44,319	Stephenson	ditto	„	„	John & George Chisholm	80	9	17	2	9	1	18	72	29	
1,496	44,312	Pearl	ditto	„	„	J. Wetherall and others	81	4	17	4	9	1	21	74	31	
1,497	26,135	Messenger	ditto	„	1843	John Gray	71	5	15	7	8	0	10	55	25	
1,498	12,683	Sir Walter Scott	ditto	1863	1857	B. Pearson and another	72	2	16	4	8	0	16	50	30	
1,499	45,594	Ospray	ditto	„	1863	A. Rawlings and another	75	3	15	7	8	9	18	60	26	
1,500	45,597	Pioneer	ditto	„	„	H. Jobes and another	76	8	15	6	8	4	19	57	24	
1,501	45,602	Excelsior	ditto	„	„	G. Oyston and others	82	0	17	3	8	9	24	73	30	
1,502	45,599	Petrel	ditto	„	„	W. Best	81	5	17	2	9	1	23	71	30	
1,503	45,603	Bob Chambers	ditto	„	„	J. Marshall and another	92	2	17	7	9	0	33	86	35	
1,504	45,607	Renown	ditto	„	„	H. Anderson and another	85	6	17	5	9	5	26	88	45	
1,505	6,911	Elswick	ditto	„	1848	J. Gray	71	6	15	5	8	0	11	48	20	
1,506	45,616	Tyne	ditto	„	1863	H. Taylor and others	180	3	27	3	15	7	452	569	70	iron, screw.
1,507	26,950	Wonder	ditto	„	1854	R. Stobbs and another	74	6	14	7	7	8	10	47	25	
1,508	28,589	Northumberland	ditto	„	1860	Tyne Improvement Commissioners	82	2	23	4	7	5	41	103	37	iron.
1,509	29,721	Percy	ditto	„	1861	- - ditto	59	5	15	0	6	0	12	35	18	
1,510	24,414	Favorite	ditto	„	1828	- - ditto	54	3	12	0	6	1	5	24	9	
1,511	27,698	Harkaway	ditto	„	1859	C. O. Young and others	83	0	16	9	8	7	21	71	30	
1,512	45,622	Ganges	ditto	„	1863	F. Clendon	81	8	16	9	9	1	16	69	35	
1,513	45,620	William Scott	ditto	„	„	A. Bain	81	6	16	8	9	3	22	72	32	
1,514	2,161	John Hutton	ditto	„	1854	A. Strong and others	70	6	14	3	7	0	6	42	20	
1,515	4,990	Tyne	ditto	„	1850	Tyne Improvement Commissioners	75	8	22	2	8	0	29	90	36	
1,516	4,991	Durham	ditto	„	1830	- - ditto	70	0	27	8	8	3	21	72	32	
1,517	45,625	Wilberforce	ditto	„	1863	C. O. Young and others	82	4	16	9	9	0	20	72	30	
1,518	20,437	General Havelock	ditto	„	1858	J. Blacklock and another	79	1	15	7	8	7	12	59	25	
1,519	7,649	Trump	Shields (South)	1859	1841	Charles Taylor and others	72	3	15	9	8	6	7	55	30	
1,520	7,326	Lady Adelaide	ditto	„	1839	Charles Taylor and another	66	5	15	0	8	6	6	53	30	
1,521	28,335	Hellan	ditto	1860	1860	Joseph Honeyman	89	7	16	4	8	7	16	63	30	
1,522	28,341	Volunteer	ditto	„	1859	J. C. Stevenson and another	74	4	16	7	8	5	15	67	32	iron.
1,523	27,046	T. D. Marshall	ditto	„	„	Thomas Coe and others	83	2	16	4	8	8	18	65	30	
1,524	28,346	Messenger	ditto	1861	1861	Robert Hindmarsh and others	81	7	16	5	8	6	19	62	30	
1,525	28,347	Moselle	ditto	„	„	John Green and others	88	7	18	1	9	8	26	92	40	
1,526	28,348	Pelaw	ditto	„	„	John Colling and others	77	8	16	5	8	0	18	60	27	
1,527	19,880	Paragon	ditto	1862	1857	Robert Scott and others	82	2	16	0	8	0	18	65	34	
1,528	43,631	Defence	ditto	„	1862	John Hall and others	81	8	17	3	8	9	22	69	30	
1,529	43,636	Newcastle	ditto	„	„	T. F. Bell	125	2	20	6	11	0	169	226	45	iron, screw.
1,530	28,350	Joseph Locke	ditto	„	1861	George Robertson and another	82	0	18	0	9	1	28	80	35	
1,531	28,593	Cruizer	ditto	„	„	John Readhead and others	86	0	16	9	9	5	28	80	38	

RETURN of Steam Vessels Registered in the United Kingdom on or before the 1st day of January 1864, &c.—*continued.*

No.	Official Number.	VESSELS' NAMES.	Port and Date of Registry.	Date of Build.	REGISTERED OWNERS.	DIMENSIONS. Length.	Breadth.	Depth of Hold.	TONNAGE. Exclusive of Engine Room.	Gross Tonnage.	Horse Power.	——
						Feet. 10*ths.*	*Feet.* 10*ths.*	*Feet.* 10*ths.*				
1,532	43,639	Spray	Shields, South 1862	1862	J. B. Middleton	71 5	15 0	8 1	16	47	30	
1,533	43,644	Pilots	ditto „	„	Joseph Smith	81 4	16 6	9 0	25	72	28	
1,534	43,645	George P. Bidder	ditto „	„	John Readhead and others	82 3	17 4	9 5	27	78	35	
1,535	15,994	Margaret	ditto 1863	1859	A. Whale	69 8	15 0	8 0	10	56	30	
1,536	43,655	Prince Alfred	ditto „	1863	G. Gibson and others	91 0	18 4	9 5	31	92	45	
1,537	14,388	Dandy	ditto „	1857	J. Mount	90 8	17 6	9 $2\frac{1}{2}$	19	65	45	
1,538	7,265	Stella	ditto „	1855	C. W. Robson and others	74 4	14 7	7 6	11	49	24	
1,539	27,427	Pilots	Shoreham 1860	1859	John Bartley and others	77 3	16 6	9 0	15	71	34	
1,540	13,862	Ruby	Southampton 1841	1841	W. A. Fitzhugh and others	114 9	16 4	8 1	53	111	40	
1,541	16,616	*Solent	ditto 1842	„	Inman & Sharp	82 0	13 6	7 6	34	61	26	
1,542	13,863	*Pearl	ditto 1844	1844	Southampton, Isle of Wight, and South of England Royal Mail Packet Company.	89 8	13 3	7 9	33	64	32	
1,543	13,825	Wonder	ditto 1847	„	London and South Western Railway Company	158 0	20 6	10 1	137	218	160	
1,544	13,813	*Transit	ditto „	1835	- - ditto	126 0	19 6	13 0	160	267	80	
1,545	13,814	Courier	ditto 1848	1847	- - ditto	167 0	22 5	10 8	147	265	200	
1,546	13,865	*Queen	ditto „	1848	Southampton, Isle of Wight, and South of England Royal Mail Packet Company.	117 1	14 0	7 5	56	94	40	
1,547	13,819	Dispatch	ditto 1850	1847	London and South Western Railway Company	166 7	22 1	11 6	149	273	200	
1,548	13,860	Medina	ditto 1853	1852	Southampton, Isle of Wight, and South of England Royal Mail Packet Company.	120 8	14 9	8 6	55	103	50	
1,549	13,805	Atalanta	ditto „	1836	London and South Western Railway Company	160 4	22 1	12 7	162	313	120	
1,550	25,119	*Gem	ditto „	1840	Joseph Stace and others	107 6	14 9	8 0	47	87	40	
1,551	13,809	*Argyll	ditto „	1851	Henry Lowndes	99 0	16 3	7 4	65	92	20	iron, screw.
1,552	13,975	*Monarch	ditto 1854	1854	Southampton Steam Towing Company	95 4	17 5	9 7	46	122	80	iron.
1,553	13,978	*Norman	ditto „	„	Union Steam Collier Company	171 0	24 7	16 8	417	531	60	iron, screw.
1,554	12,994	*Dane	ditto 1855	1855	- - ditto	177 2	24 6	16 7	421	527	60	iron, screw.
1,555	25,115	Alliance	ditto „	„	London and South Western Railway Company	175 5	23 7	14 6	168	361	225	iron.
1,556	11,385	Havre	ditto 1856	1856	- - ditto	184 7	24 0	14 5	200	387	220	iron.
1,557	17,836	Athens	ditto 1858	„	Union Steam Ship Company	224 0	30 1	16 0	503	739	130	iron, screw.
1,558	16,149	Red Lion	ditto „	„	Inman & Sharp	76 8	15 0	8 0	14	54	29	
1,559	22,532	Emerald	ditto „	1857	Southampton, Isle of Wight, and South of England Royal Mail Packet Company.	105 0	14 1	8 1	44	26	32	iron.
1,560	22,538	Louisa	ditto 1859	1858	W. Winkworth	79 8	12 4	5 6	23	37	20	iron.
1,561	27,362	Pioneer	ditto „	1859	John Ransom	75 3	15 5	8 1	18	52	24	
1,562	28,103	Rose Diamond	ditto 1860	1860	G. H. Ackers	76 1	10 4	6 5	6	30	20	iron, screw.
1,563	28,108	Cambrian	ditto „	„	Union Steam Ship Company	245 1	30 1	18 4	868	1,055	120	iron.
1,564	28,109	Southampton	ditto „	„	London and South Western Railway Company	215 5	25 4	12 7	299	774	250	iron.
1,565	29,130	Sapphire	ditto 1861	„	Southampton, Isle of Wight, and South of England Royal Mail Packet Company.	120 3	14 5	7 5	51	82	40	iron.

1,566	11,389	Phœnix	Southampton	1861	1854	Southampton Steam Towing Company	72	9	19	6	7	9	30	70	40	
1,567	13,973	Aid	ditto	„	1852	- - ditto	84	8	17	3	9	7	28	82	45	
1,568	29,884	Briton	ditto	„	1861	Union Steam Ship Company	248	0	30	7	23	9	928	1,164	120	iron, screw.
1,569	29,885	American	ditto	„	„	Henry Pinnock and others	130	3	25	5	8	2	32	173	80	iron.
1,570	25,147	Celt	ditto	1862	1855	Charles Langley and another	179	4	25	4	17	2	449	593	95	iron, screw.
1,571	29,100	Lord of the Isles	ditto	„	1861	Southampton, Isle of Wight, and Portsmouth Improved Steam-boat Company.	135	5	18	0	7	0	60	91	60	iron.
1,572	43,772	Lady of the Lake	ditto	„	„	- - ditto	147	6	17	9	7	6	66	104	60	
1,573	44,904	Frederica	ditto	1863	1863	W. Winkworth and another	80	4	12	1	5	6	21	35	16	iron.
1,574	44,905	Saxon	ditto	„	„	Union Steam Ship Company	245	0	31	8	23	7	894	1,141	220	iron, screw.
1,575	44,906	Roman	ditto	„	„	- - ditto	267	0	32	4	23	6	1,027	1,282	220	iron, screw.
1,576	44,911	Normandy	ditto	„	„	London and South Western Railway Company	209	9	24	1	12	7	252	425	225	iron.
1,577	44,913	Solent	ditto	„	„	G. Inman and another	85	4	15	6	7	1	33	56	32	
1,578	16,254	Dumfries	ditto	„	1857	London and South Western Railway Company	112	0	18	0	9	0	84	124	30	iron, screw.
1,579	- -	*John and Ann	Stockton	-	1838	1833	Newcastle, Shields, and Sunderland, Joint Stock Company.	56	3 in.	14	6 in.	7	6 in.	16	–	–	
1,580	10,484	*British Queen	ditto	-	1840	1840	John Strong	82	7	16	0	8	9	39	90	50	
1,581	6,239	*Vigilant	ditto	-	1843	1843	Blakey & Co.	70	0	15	1	8	5	18	62	35	
1,582	7,064	*Reaper	ditto	-	1850	1837	Simpson & Reid	74	2	14	1	8	0	22	63	35	
1,583	19,484	*Voltigeur	ditto	-	1851	1851	George Craggs	83	0	15	9	8	6	29	82	45	
1,584	7,063	*Victory	ditto	-	1852	1852	John Strong	107	8	18	3	10	9	53	167	80	
1,585	16,223	Stockton	ditto	-	1857	1857	Timothy Hughes	158	3	25	8	13	4	311	392	180	iron, screw.
1,586	16,225	Tees	ditto	-	„	„	John Dixon and others	158	4	25	7	14	0	313	376	70	iron, screw.
1,587	12,437	War Eagle	ditto	-	„	1847	William and Charles Duncan	74	3	16	2	8	4	11	56	38	
1,588	571	Advance	ditto	-	1858	1854	John Vaughan and others	175	4	22	4	12	0	216	318	50	iron, screw.
1,589	5,531	Middlesbro'	ditto	-	„	1839	Francis Sill	73	8	16	5	8	4	13	64	36	
1,590	17,051	Echo	ditto	-	„	1856	W. and C. C. Duncan	81	3	16	1	8	0	17	65	33	
1,591	25,359	Matilda	ditto	-	1860	1855	J. L. Turnbull	48	0	9	6	3	0	6	8	9	screw.
1,592	26,430	Forget-me-not	ditto	-	1863	1848	G. Dixon and another	92	3	12	9	6	0	42	59	14	iron.
1,593	- -	*Neptune	Sunderland		1826	1826	Roger Watson and others	64	6½ in.	22	2 in.	7	7½ in.	11	–	–	
1,594	- -	*Pride in the North	ditto	-	1844	1837	Thomas Winter and another	44	4	9	5	5	6	7	17	–	
1,595	7,327	*Earl of Sunderland	ditto	-	1847	1846	Marquis of Londonderry	72	5	15	2	8	9	17	73	4	
1,596	2,621	*Conqueror	ditto	-	1848	1847	George Welsh and others	67	0	13	1	7	8	13	47	28	
1,597	20,784	*Wansbeck	ditto	-	„	1835	Thomas Winter	52	7	11	9	6	5	13	32	–	
1,598	- -	Pilot	ditto	-	„	1848	Richard Gordon and others	67	8	14	6	7	9	10	46	48	
1,599	14,198	*Haswell	ditto	-	„	1844	William Nicholson	75	8	15	8	9	0	21	79	45	
1,600	7,325	*Sea Horse	ditto	-	1849	1840	Improvement Commissioners	77	0	16	5	9	0	26	87	40	
1,601	2,859	*Robert and Mary	ditto	-	1850	1849	Joseph Wardell	66	6	13	3	8	1	15	48	26	
1,602	23,728	Whitwell	ditto	-	1851	1844	William Jameson and others	64	0	14	2	7	9	5	42	25	
1,603	7,317	Engineer	ditto	-	„	1848	Nicholas Wood	78	5	15	7	8	9	14	69	28	
1,604	23,605	Tom Bowline	ditto	-	1852	„	Nicholas Cook	63	5	12	8	7	7	20	49	25	
1,605	2,492	Vesta	ditto	-	1853	1847	Edward Brown and others	58	3	12	8	7	0	7	33	18	
1,606	23,634	*Scottish Maid	ditto	-	„	1851	Thomas Winter and others	63	0	13	2	7	2	9	37	20	
1,607	23,690	*Olive	ditto	-	„	1846	Sunderland Dock Company	72	0	15	0	8	0	26	73	34	
1,608	2,475	Industry	ditto	-	1854	1834	Taylor & Cook	54	2	11	4	6	9	6	28	17	
1,609	30,032	Black Boy	ditto	-	„	1854	Nicholas Wood and others	164	0	26	5	15	7	386	490	79	iron, screw.
1,610	26,450	Killingworth	ditto	-	1855	1855	Nicholas Wood and another	167	7	27	9	16	4	425	567	–	iron, screw.
1,611	2,749	*Clyde	ditto	-	„	1847	Francis Welch	67	0	13	5	8	1	20	51	27	
1,612	23,719	Beaufort	ditto	-	„	1855	William Nicholson	85	9	17	1	9	3	21	77	45	

RETURN of Steam Vessels Registered in the United Kingdom on or before the 1st day of January 1864, &c.—*continued.*

No.	Official Number.	VESSELS' NAMES.	Port and Date of Registry.	Date of Build.	REGISTERED OWNERS.	DIMENSIONS.			TONNAGE.		Horse Power.	——
						Length.	Breadth.	Depth of Hold.	Exclusive of Engine Room.	Gross Tonnage.		
						Feet. 10*ths.*	*Feet* 10*ths.*	*Feet.* 10*ths.*				
1,613	7,315	William and John	Sunderland - 1855	1855	W. & J. Brown	67 5	14 2	7 4	10	40	28	
1,614	7,334	Lambton	ditto - 1856	1852	Earl of Durham	69 0	14 5	7 1	16	48	28	
1,615	7,261	Ovington	ditto - „	1838	P. Wood and others	63 5	13 0	7 2	14	41	20	
1,616	7,369	Pilot	ditto - „	1856	John Linsey and others	86 0	18 0	9 6	52	83	45	
1,617	7,366	Viscount Lambton	ditto - „	„	H. T. Morton	190 8	28 7	16 3	493	616	80	
1,618	7,321	Queen	ditto - „	1837	W. Stephenson	70 0	15 0	7 0	10	50	30	
1,619	17,057	Bee	ditto - „	1856	Sunderland Dock Company	82 9	16 6	9 0	14	72	35	
1,620	18,688	Seaton	ditto - 1857	1857	Nicholas Wood	175 9	26 9	15 6	375	552	70	iron, screw.
1,621	18,870	Lyon	ditto - „	„	- - ditto	166 6	27 1	14 0	348	435	70	iron, screw.
1,622	19,475	Londonderry	ditto - „	„	Dowager Marchioness of Londonderry	150 9	26 0	14 8	280	393	60	
1,623	19,794	Hercules	ditto - „	„	William Stobart and others	194 8	34 1	17 3	699	807	90	
1,624	19,795	Water Lily	ditto - „	„	P. Wood and others	80 3	16 4	8 0	11	65	20	
1,625	20,139	Nimrod	ditto - „	„	J. Wilkinson and others	85 1	17 2	9 0	14	73	40	
1,626	7,397	Falcon	ditto - „	1837	William Thompson and others	69 4	14 8	7 0	8	45	27	
1,627	20,491	Lambton	ditto - „	1857	Earl of Durham	168 0	26 6	13 6	412	492	70	iron, screw.
1,628	20,492	Rob Roy	ditto - „	„	Michael Taylor and others	81 0	16 0	8 5	16	61	30	
1,629	20,494	Harry Vane	ditto - „	„	Dowager Marchioness of Londonderry	73 2	16 2	9 5	9	77	40	iron.
1,630	23,712	Gently	ditto - 1858	1846	Thomas Wood and others	72 6	15 6	8 0	13	39	30	
1,631	5,339	Countess of Durham	ditto - „	1855	H. T. Morton	177 7	28 1	15 0	421	539	80	iron.
1,632	2,127	Advance	ditto - „	1838	Joseph Claxton	63 7	15 2	7 6	9	40	25	
1,633	27,513	Diamond	ditto - 1859	1859	Robert Brown and others	70 3	14 2	7 7	13	43	24	
1,634	2,167	Gipsy King	ditto - „	1855	John Thurlbeck and others	75 6	15 3	8 1	15	53	26	
1,635	16,153	Blossom	ditto - „	1838	Henry Rowell and another	59 6	13 0	6 7	5	31	15	
1,636	16,151	Harvest Home	ditto - 1860	1847	J. Brown and another	66 9	15 0	7 9	10	43	23	
1,637	28,439	Samson	ditto - „	1860	C. R. Fenwick	198 1	32 7	17 8	590	868	120	iron, screw.
1,638	2,491	Welches	ditto - „	1848	J. Gatiss	65 8	14 0	6 4	4	33	20	
1,639	10,164	Helen M'Gregor	ditto - „	„	John Thurlbeck and others	69 4	14 5	8 3	10	44	23	
1,640	28,771	Vigilant	ditto - „	1860	William Ritson and another	90 6	17 3	9 1	25	83	40	
1,641	7,307	Atlas	ditto - „	1848	John Frost and others	78 5	17 2	8 4	23	73	35	
1,642	28,795	Wearmouth	ditto - „	1860	W. T. Bell and others	74 0	15 4	8 2	16	25	25	
1,643	26,636	Hetton	ditto - „	1854	Martin Dunn and others	165 1	28 2	16 2	334	491	70	iron, screw.
1,644	25,222	Cochrane	ditto - „	„	Nicholas Wood and others	165 3	26 0	15 6	373	469	75	iron, screw.
1,645	15,971	Tiger	ditto - „	1838	John Hann	61 0	13 0	7 5	14	40	25	
1,646	2,290	Ann and Jane	ditto - 1861	1847	H. Brown and others	62 0	15 1	6 5	9	31	18	
1,647	29,248	Seaflower	ditto - „	1860	Hutchinson, Johling and others	74 0	15 4	8 2	16	55	25	
1,648	29,249	Daisy	ditto - „	„	E. Gardner and others	75 0	15 4	7 8	15	49	30	
1,649	2,098	Carrs	ditto - „	1855	George Dowell	70 5	14 0	7 4	19	52	20	
1,650	22,666	Marco Polo	ditto - „	1858	Wilkinson, Thurlbeck, and others	77 6	15 9	8 5	11	57	28	
1,651	29,266	Ryhope	ditto - „	1860	William Nicholson and others	85 4	18 0	9 3	20	81	40	

1,652	29,858	General Havelock	ditto	1861	1861	James Laing and others	185	3	24	0	13	9	385	473	90	iron, screw.
1,653	29,864	Southwick	ditto	„	„	William Gray and others	176	9	28	7	16	6	467	591	70	iron, screw.
1,654	2,837	Earl of Durham	ditto	„	1854	Earl of Durham	189	6	28	2	16	2	441	566	70	iron, screw.
1,655	29,865	Friends	ditto	„	1861	Burton Brown and others	75	6	15	1	7	9	15	49	25	
1,656	29,867	Favorite	ditto	„	1860	Edward Brown	70	5	14	7	7	6	9	42	25	
1,657	43,722	Earl of Elgin	ditto	„	1861	H. T. Morton and others	176	9	28	7	16	6	480	608	80	iron, screw.
1,658	43,727	Parthenon	ditto	„	„	E. T. Gourley and another	214	6	31	3	18	1	701	876	120	iron, screw.
1,659	43,732	Douglas	ditto	„	„	William Stobart and others	189	7	28	5	16	7	533	668	70	screw.
1,660	43,736	Lady Havelock	ditto	„	„	John Smurthwaite and others	186	0	24	0	13	0	393	480	90	iron, screw.
1,661	43,745	Victoria	ditto	„	„	William Davison and another	71	1	13	6	7	6	18	46	25	
1,662	43,754	Belmont	ditto	„	„	William Brown and another	73	0	15	1	7	8	16	48	20	
1,663	7,266	Caledonia	ditto	„	1846	Joseph Wardle and others	76	3	15	6	8	3	12	55	26	
1,664	43,757	Atlas	ditto	„	1861	E. T. Gourley and others	210	3	31	7	8	1	672	846	100	iron, screw.
1,665	43,758	Ajax	ditto	„	„	- - ditto	211	2	31	7	18	3	684	852	90	iron, screw.
1,666	43,759	Fear not	ditto	1862	„	Michael Thurlbeck and another	73	9	15	3	8	1	16	51	26	
1,667	2,266	Shannon	ditto	„	1848	R. C. & J. Hudson	71	1	14	8	7	9	15	45	23	
1,668	44,458	United Service	ditto	„	1862	William Gray and others	190	5	27	4	15	4	472	583	70	iron, screw.
1,669	28,036	Thames	ditto	„	1859	John Smurthwaite and others	142	0	23	0	12	5	192	282	50	iron, screw.
1,670	44,474	Heatherbell	ditto	„	1862	Morpeth Drydon and others	79	1	17	1	8	8	19	68	30	
1,671	22,664	Escort	ditto	„	1858	Anthony Barber	75	9	14	9	8	2	12	52	28	
1,672	26,959	Anne	ditto	„	1853	J. L. Atkinson and others	64	4	12	2	6	7	12	30	13	
1,673	44,494	Volunteer	ditto	„	1862	James Laing and others	194	5	28	8	16	9	544	691	90	iron, screw.
1,674	44,496	Blue Bell	ditto	„	„	Michael Thurlbeck and others	73	7	15	8	8	5	16	55	24	
1,675	44,498	Lucerne	ditto	„	„	James Laing and others	203	1	29	2	16	9	532	679	90	iron, screw.
1,676	44,499	Aries	ditto	„	„	F. P. Obicini	202	3	27	0	15	6	479	611	120	iron, screw.
1,677	20,258	Ocean Bride	ditto	1863	1857	G. Venus and others	74	0	15	0	7	4	11	45	20	
1,678	2,489	Haswell	ditto	„	1848	W. Nicholson, jun., and others	79	0	17	0	8	7	13	70	45	
1,679	44,550	Hector	ditto	„	1863	J. Laing and others	243	0	34	8	20	1	1,295	1,615	200	iron, screw.
1,680	47,643	Lady Beatrix	ditto	„	„	Earl of Durham	186	3	28	0	16	7	489	625	80	iron, screw.
1,681	47,646	Friend of all Nations	ditto	„	„	A. Barber	80	1	17	8	9	4	17	74	30	
1,682	47,649	Ocean King	ditto	„	„	W. T. Bell and others	196	0	29	0	16	0	554	699	90	iron, screw.
1,683	10,177	Ayrshire	ditto	„	1848	J. Pringle	70	4	14	9	8	1	12	44	28	
1,684	20,450	*Dragon Fly	Swansea	1840	1840	N. B. Allen and others	68	3	14	2	8	2	15	64	–	
1,685	44,933	*Pioneer	ditto	1843	1843	Nathaniel Tregelles	70	0	16	0	9	4	19	81	–	
1,686	7,930	*Chieftain	ditto	1844	1844	J. W. Leach and others	70	0	14	4	8	7	20	69	45	
1,687	3,948	Neath Abbey	ditto	1846	1846	Evan Evans	97	0	16	4	9	0	48	79	60	
1,688	7,926	*Tartar	ditto	1850	1850	James Petrie and others	86	0	16	7	9	4	46	110	50	iron.
1,689	- -	*Donna	ditto	„	1840	Port Talbot Company	72	6	15	0	8	8	22	69	–	
1,690	3,938	Prince of Wales	ditto	1855	1842	J. W. Pockett	130	8	17	3	10	0	80	156	70	iron.
1,691	5,832	Chieftain	ditto	1856	1847	James Knox	67	3	13	3	7	5	30	47	25	
1,692	2,497	Eagle	ditto	1857	1855	Edward Brown and others	82	5	16	9	9	3	16	73	45	
1,693	24,692	Augusta	ditto	1858	1849	H. K. Vivian	140	4	17	3	10	0	125	184	40	iron, screw.
1,694	23,253	Briton Ferry	ditto	„	1852	- - ditto	131	9	17	0	10	1	157	200	35	iron, screw.
1,695	26,036	Henry Southan	ditto	„	1849	J. W. Pockett	139	6	17	8	8	4	96	141	35	iron, screw.
1,696	26,742	Charlotte	ditto	1859	1848	William Jones	83	0	18	7	7	7	60	88	20	iron, screw.
1,697	20,797	Stella	ditto	1860	1858	J. H. Simpson and others	85	3	17	3	9	3	22	78	45	
1,698	28,057	Minos	ditto	„	1860	C. H. Smith	111	7	15	5	9	0	26	94	80	iron.
1,699	29,594	Fleur de Marie	ditto	1861	1845	H. R. Vivian	48	2	11	7	9	2	19	29	10	iron, screw.
1,700	29,600	Morfa	ditto	1862	1862	A. P. Vivian	140	5	25	0	14	0	300	379	40	iron, screw.

RETURN of Steam Vessels Registered in the United Kingdom on or before the 1st day of January 1864, &c.—*continued.*

No.	Official Number.	VESSELS' NAMES.	Port and Date of Registry.	Date of Build.	REGISTERED OWNERS.	DIMENSIONS. Length.	Breadth.	Depth of Hold.	TONNAGE. Exclusive of Engine Room.	Gross Tonnage.	Horse Power.	——
						Feet. 10*ths.*	*Feet.* 10*ths.*	*Feet.* 10*ths.*				
1,701	44,932	Talbot	Swansea - 1862	1861	Thomas Smith and another	93 5	19 7	11 5	62	142	70	iron.
1,702	29,599	Charley	ditto - 1863	1862	R. Williams and others	87 8	17 0	10 0	31	110	60	iron.
1,703	20,904	*Industry	Teignmouth 1853	1848	S. W. Hutchings and others	67 9	12 6	6 7	19	42	18	
1,704	20,488	Gem	Wells - 1863	1857	C. Temple and others	63 8	14 5	7 5	8	39	20	
1,705	13,941	*Contractor	Weymouth 1852	1849	H. Lee & Son	84 4	15 8	8 9	31	86	45	
1,706	21,519	*Prince	ditto - „	1852	Joseph Cosens and others	128 5	13 3	7 6	61	86	40	iron.
1,707	6,228	Ocean Pride	ditto - 1856	1844	- - ditto	72 0	12 6	5 8	18	29	10	
1,708	17,847	Cygnus	ditto - 1858	1854	Weymouth and Channel Islands Steam Packet Company.	182 0	21 4	9 7	133	245	120	iron.
1,709	18,602	Aquila	ditto - „	„	- - ditto	180 4	21 0	10 9	138	264	110	iron.
1,710	11,918	Brighton	ditto - 1859	1857	- - ditto	193 5	20 9	10 0	180	286	140	iron.
1,711	19,586	Ceres	ditto - „	1859	J. T. Leather	143 0	21 6	10 5	80	168	60	iron, screw.
1,712	2,102	Bannockburn	ditto - „	1847	John Tizard and others	69 6	16 0	8 4	11	53	28	
1,713	6,387	Premier	ditto - „	1846	- - ditto	140 2	17 0	6 9	62	98	65	iron.
1,714	12,596	Contractor	ditto - 1861	1857	J. T. Leather	90 3	17 0	9 0	23	86	40	
1,715	28,012	Commodore	ditto - 1863	1863	J. Cosens and others	93 0	18 6	9 6	26	96	60	
1,716	8,941	Hilda	Whitby - 1853	1853	Whitby Steam Packet Company	71 4	14 2	8 1	16	54	25	
1,717	17,458	Esk	ditto - 1857	1857	Edward Corner and others	89 0	17 7	9 3	21	86	45	
1,718	44,082	Atlas	ditto - 1862	1862	Albert Iron and Cement Works	87 0	22 1	8 0	107	125	12	iron, screw.
1,719	9,377	*Prince Albert	Whitehaven 1842	1840	Trustees of Whitehaven Harbour	82 1	15 0	8 4	37	87	60	
1,720	9,235	Queen	ditto - 1845	1844	Thomas Jackson and others	158 5	23 5	13 4	243	373	180	
1,721	17,233	Princess Alice	ditto - 1861	1843	Edward Jobling and others	165 6	27 0	13 8	255	405	150	iron.
1,722	14,434	*Don	Wisbeach - 1854	1839	J. T. Leather	69 4	14 4	8 2	18	60	28	
1,723	14,493	Great Northern	ditto - „	1854	Richard Young	165 0	26 8	15 8	332	464	70	iron, screw.
1,724	14,439	Florence Nightingale	ditto - 1856	1856	- - ditto	178 9	27 1	15 7	373	549	90	iron, screw.
1,725	14,432	Britannia	ditto - 1862	1852	- - ditto	75 7	16 1	8 0	24	66	33	
1,726	14,609	*Derwent	Workington 1850	1849	Trustees of Workington Harbour	73 8	15 7	8 7	18	67	35	
1,727	4,819	*Bold Buccleugh	Yarmouth - 1849	1847	Guiseppe de R. Moro	149 0	17 1	9 1	145	209	120	iron.
1,728	6,631	*Emperor	ditto - 1851	„	R. Steward and others	77 6	15 6	8 8	21	73	45	
1,729	15,051	*Urania	ditto - 1855	1854	Clarke & Reeve	142 2	18 9	11 6	196	254	60	iron, screw.
1,730	12,439	Dolphin	ditto - 1856	1837	Robert Steward and others	62 5	17 6	5 6	22	56	25	
1,731	6,697	Robert Owen	ditto - 1860	1848	- - ditto	80 0	17 2	8 9	24	75	45	
1,732	12,141	Isle of Arran	ditto - 1861	1838	T. B. Clarke and another	125 9	20 1	8 9	54	129	60	
1,733	28,600	Pioneer	ditto - 1862	1861	Great Yarmouth Standard Steam Tug Company.	86 6	17 3	9 5	29	81	33	
1,734	43,909	Sailor	ditto - „	1862	- - ditto	86 6	17 5	9 2	25	79	34	
1,735	21,074	Minnet	ditto - 1863	1858	S. J. Fill and others	85 7	16 7½	9 3	18	77	40	
1,736	17,056	Andrew Woodhouse	ditto - „	1856	- - ditto	85 6	17 6	9 4	16	79	40	
1,737	4,736	Norfolk	ditto - „	1846	H. T. Watson and others	150 5	21 4	9 7	148	234	120	iron.

1,738	45,322	Buccleugh	ditto	„	1863	J. B. Clarke and another	134	0	21	4	9	8	131	174	40	screw.
1,739	45,323	Pilot	ditto	„	1863	Great Yarmouth Standard Steamtug Company.	87	3	17	0	9	3	22	80	35	
1,740	26,349	*City of London	Aberdeen	1844	1844	A. Eddie and others	216	8	30	0	19	2	723	1,117	420	
1,741	6,836	*Victoria	ditto	1848	1848	M. B. Adam	148	5	19	9	10	2	153	279	110	
1,742	6,882	Fox	ditto	1855	1855	J. Johnson	122	4	23	9	12	4½	156	177	15	screw.
1,743	6,910	Aberdeenshire	ditto	1856	„	James Milne and others	136	3	20	4	12	0	150	220	50	iron, screw.
1,744	20,339	Heather Bell	ditto	1857	1857	John Newton and others	88	0	17	9	9	6	16	82	40	
1,745	7,759	Sovereign	ditto	„	1836	John Webster and others	157	1	23	4	14	4	221	417	200	
1,746	26,622	Cambria	ditto	1859	1855	A. Eddie and others	191	9	26	2	14	3	352	517	80	iron, screw.
1,747	10,099	Britannia	ditto	1860	1857	J. Smith and others	85	3	11	0	9	0	16	82	40	
1,748	27,575	Derwent	ditto	„	1860	John Newton and others	78	4	16	7	9	0	11	68	30	
1,749	27,448	Stanley	ditto	1861	1859	A. Eddie and others	193	9	27	0	14	5	376	552	110	iron, screw.
1,750	43,556	Queen	ditto	„	1861	John Webster and others	180	8	26	0	13	2	283	404	120	iron, screw.
1,751	7,841	Pharos	ditto	„	1846	J. T. Rennie and others	143	4½	21	2¾	13	6	186	270	160	iron.
1,752	44 434	Bon-Accord	ditto	1862	1862	James Leslie and others	90	9	18	6	9	7	32	99	40	
1,753	45,207	Granite City	ditto	1863	1863	J. Newton and others	71	9	15	6	8	1	14	49	18	
1,754	8,444	Vanguard	ditto	„	1843	J. Webster and others	189	1	27	2	16	1	295	608	300	iron.
1,755	20,345	Prince Consort	ditto	„	1858	- - ditto	222	9	25	2	14	1	392	623	300	iron.
1,756	10,044	*Prince of Wales	Alloa	1845	1845	Alloa and Stirling Steamboat Company	130	3	21	1	7	9	93	154	80	
1,757	10,001	Stirling Castle	ditto	1849	1826	John M'Nelland and others	88	0	16	9	8	0	52	92	40	
1,758	18,273	Robert Bruce	ditto	1857	1856	Thomas Adamson	69	5	17	1	7	6	8	53	27	
1,759	2,457	Harvest Home	ditto	„	1837	- - ditto	73	8	14	3	8	5	12	50	32	
1,760	20,792	Victoria	ditto	1858	1858	Stirling, Alloa, and Kincardine Steamboat Company.	135	8	15	0	6	0	67	92	40	iron.
1,761	12,175	Northumberland	Ardrossan	1859	1852	John Moffat	78	6	17	2	7	9	14	72	40	iron.
1,762	26,988	Earl of Arran	ditto	1860	1860	Ardrossan and Arran	143	4	18	5	8	5	91	144	80	iron.
1,763	26,152	Griffin	Ayr	1859	1858	James Baird	155	0	20	1	11	8	147	216	60	iron, screw.
1,764	15,117	Ayrshire Lass	ditto	1862	1848	James Paton and others	92	2	20	1	7	5	67	94	25	iron, screw.
1,765	29,031	Whiteinch	Borrowstoness	1860	1860	William M'Arthur	42	3	14	8	6	0	19	23	7	screw.
1,766	29,038	Tiger	ditto	1863	1863	J. Scott	151	7	21	0	12	0	216	298	50	iron, screw.
1,767	3,323	*Celt	Campbeltown	1848	1848	Campbeltown and Glasgow Steam Packet Joint Stock Company.	155	9	20	3	10	3	154	272	140	
1,768	18,787	Druid	ditto	1857	1857	John Bush, jun., and others	160	1	20	6	9	7	125	229	150	iron.
1,769	7,154	*Dundee	Dundee	1845	1834	Dundee, Perth, and London Shipping Company	160	7	25	7	17	6	379	638	300	
1,770	7,143	*Hercules	ditto	1853	1853	- - ditto	78	0	15	6	8	6	34	81	30	
1,771	40,922	*Neptune	ditto	1854	1848	A. Barrow	96	8	19	2	8	8	84	111	20	iron, screw.
1,772	15,088	London	ditto	1856	1856	John Symers and others	208	9	28	2	16	0⅓	423	622	140	iron, screw.
1,773	19,290	Samson	ditto	1857	1857	- - ditto	81	8	18	3⅓	9	5½	36	82	–	iron.
1,774	31,624	Tay	ditto	1858	1850	William Clark	141	6	29	0	19	6	455	560	75	screw.
1,775	20,366	Eagle	ditto	„	1858	John Symers and others	164	3	22	8	12	0	215	316	85	iron, screw.
1,776	7,109	Queen	ditto	„	1856	- - ditto	159	9	22	1	12	8	200	294	70	iron, screw.
1,777	22,682	Fifeshire	ditto	1859	1858	John Pullar and others	124	4	30	1	6	6	153	243	80	iron.
1,778	22,686	Narwhal	ditto	„	1859	James Scott	151	4	30	1	18	5	434	533	65	screw.
1,779	27,496	Camperdown	ditto	1860	1860	David Duncan and others	154	5	30	0	18	0	424	541	70	
1,780	5,480	Wildfire	ditto	„	1854	William Harris and others	145	3	28	0	16	7	287	364	50	screw.
1,781	29,451	Polynia	ditto	1861	1861	Patrick Anderson and others	146	2	29	0	18	1	358	472	60	screw.
1,782	29,453	Dalhousie	ditto	„	„	Dundee and Newcastle Steam Shipping Company.	144	5	19	0	10	4	156	197	45	iron, screw.

RETURN of Steam Vessels Registered in the United Kingdom on or before the 1st day of January 1864, &c.—*continued.*

No.	Official Number	VESSELS' NAMES.	Port and Date of Registry.	Date of Build.	REGISTERED OWNERS.	DIMENSIONS. Length.	Breadth.	Depth of Hold.	TONNAGE. Exclusive of Engine Room.	Gross Tonnage.	Horse Power.	—
						Feet. 10*ths.*	*Feet.* 10*ths.*	*Feet.* 10*ths.*				
1,783	29,456	Forfarshire	Dundee - 1861	1861	John Pullar and others	120 5	20 1	6 6	72	115	40	steel.
1,784	45,194	Scotia	ditto - 1862	1862	George Duncan and others	211 4	28 0	16 0	491	658	160	iron, screw.
1,785	45,816	Anglia	ditto - 1863	1863	- - ditto	213 4	28 0	16 0	500	664	160	iron, screw.
1,786	15,103	*Scotia	Glasgow - 1846	1845	O. H. Karelack	141 3	17 5	8 7	82	165	80	
1,787	22,947	*Invincible	ditto - „	1844	Z. C. Pearson and another	130 1	16 8	8 0	78	131	75	iron.
1,788	3,174	Lady Kelburne	ditto - „	1843	Duncan M'Kellar	149 2	17 5	8 0	78	151	80	
1,789	23,924	*Satellite	ditto - 1848	1848	J. Burns and others	108 5	18 8	9 7	82	157	80	
1,790	3,175	*Star	ditto - 1849	1849	David M'Nutt	156 0	17 9	8 4	95	186	100	iron.
1,791	3,154	Rose	ditto - 1851	1851	Glasgow and Londonderry Steam Packet Company.	184 5	23 0	12 8	245	444	200	iron.
1,792	- -	*St. Columb	ditto - „	1834	R. P. Stevens	121 1	18 0	12 2	140	238	–	
1,793	3,158	Pioneer	ditto - „	1844	D. Hutcheson and Co.	159 8	17 8	8 8	65	144	91	
1,794	3,161	Cygnet	ditto - „	1848	- - ditto	77 5	14 5	10 0	62	101	50	iron.
1,795	6,359	Mary Jane	ditto - „	1846	- - ditto	149 5	19 3	9 5	122	208	120	iron.
1,796	3,162	Mountaineer	ditto - 1852	1852	- - ditto	174 3	17 6	7 9	76	156	50	iron.
1,797	3,178	Lady Brisbane	ditto - „	1842	Duncan M'Kellar	133 0	17 4	8 5	50	126	76	iron.
1,798	22,863	*Guy Fawkes	ditto - „	1849	Thomas Buchanan and another	63 4	14 2	8 3	35	57	12	iron, screw.
1,799	22,347	*Arabia	ditto - „	1852	J. Burns and others	284 3	37 3	27 6	1,359	2,093	930	
1,800	1,288	*Balbec	ditto - 1853	1853	- - ditto	206 5	29 4	17 0	615	838	150	iron, screw.
1,801	3,375	*Reindeer	ditto - „	1852	J. D. Mullens	166 0	15 7	7 3	84	143	70	iron.
1,802	1,540	*British Queen	ditto - „	1849	James Burns and others	187 1	28 0	17 8	566	763	180	iron, screw.
1,803	17,877	*Shandon	ditto - „	1839	W. Wilkinshaw	134 9	16 5	10 9	115	186	80	
1,804	1,334	*Jackal	ditto - „	1853	J. Burns and others	125 4	19 5	9 8	111	180	80	iron.
1,805	3,176	*Vesta	ditto - „	„	P. L. Henderson	160 0	16 1	9 1	65	122	70	iron.
1,806	1,284	*Asia	ditto - „	1850	J. Burns and others	265 2	37 2	27 2	1,214	2,227	816	
1,807	1,821	*Africa	ditto - „	„	- - ditto	265 6	37 2	27 2	1,216	2,226	650	
1,808	3,177	Venus	ditto - „	1852	Duncan M'Kellar	172 0	17 1	8 2	72	140	92	iron.
1,809	1,609	*America	ditto - 1854	1847	J. Burns and others	249 0	35 1	25 3	984	1,826	600	
1,810	7,074	*Niagara	ditto - „	„	- - ditto	249 1	35 1	25 2	1,008	1,835	680	
1,811	17,669	Therese	ditto - „	1854	John Tennant	162 0	21 7	11 7	200	289	60	iron, screw.
1,812	1,285	*Canada	ditto - „	1848	J. Burns and others	249 0	35 1	25 7	1,102	1,831	698	
1,813	26,053	*Jura	ditto - „	1854	J. & A. Allen	313 8	35 8	27 6	1,068	2,241	400	iron, screw.
1,814	1,816	*Delta	ditto - „	„	Sir Samuel Cunard	208 6	27 0	15 8	425	644	120	iron, screw.
1,815	3,173	*Dunoon Castle	ditto - „	1826	Archibald M'Meikin	106 7	18 1	8 6	75	151	60	
1,816	20,705	*Islay	ditto - 1855	1849	James Morrison and others	167 0	20 8	10 6	200	325	160	iron.
1,817	3,186	Gem	ditto - „	1854	O. H. Karelack	161 0	15 9	7 5	84	132	140	iron.
1,818	3,238	*Lightning	ditto - „	1855	R. B. Durham	205 0	25 9	19 3	316	673	240	iron, screw.
1,819	3,213	*Anglesea	ditto - „	„	J. Laird	160 6	18 6	10 3	149	245	300	iron.
1,820	22,804	Nelson	ditto - „	„	P. L. Henderson	150 1	16 5	6 8	61	114	60	iron.

1,821	22,823	Clansman	ditto	„	„	David Hutcheson & Co.	191	3	25	7	12	8	261	414	180	iron.
1,822	22,935	Garland	ditto	„	„	John Cameron and others	165	8	23	1	12	2	192	283	120	iron, screw.
1,823	22,895	Sir Colin Campbell	ditto	„	„	Henry Curtis and others	166	7	17	5	7	1	66	120	85	iron.
1,824	11,523	Persia	ditto	1856	1856	John Burns and others	376	0	45	3	30	0	2,079	3,300	900	iron.
1,825	11,550	Caledonia	ditto	„	„	A. Watson and another	162	8	18	7	9	4	115	183	80	iron.
1,826	22,937	Eagle	ditto	„	1852	G. Wigg	169	9	16	5	8	3	76	147	70	iron.
1,827	22,772	Sovereign	ditto	„	1845	J. O. Lever	151	8	17	0	8	0	80	127	50	iron.
1,828	13,530	Jupiter	ditto	„	1856	S. H. Bigland	184	9	18	2	8	3	82	171	110	iron.
1,829	15,462	Lochgoil	ditto	„	1853	James Wilson and others	163	0	16	0	7	1	78	124	80	iron.
1,830	15,464	Victoria	ditto	„	1850	R. M. Smith	157	0	16	1	8	5	79	125	80	iron.
1,831	26,137	Rapid	ditto	„	1848	M'Farlane & Co.	74	0	15	7	8	6	7	51	35	
1,832	25,943	Europa	ditto	„	1856	John Burns and others	286	3	38	1	17	0	1,208	1,918	800	
1,833	6,386	Wizard	ditto	„	1848	Kidston & Whyte	76	0	17	7	9	2	16	80	50	iron.
1,834	16,249	Nimrod	ditto	„	1854	- - ditto	83	4	16	4	8	9	17	67	45	
1,835	2,040	Maid of Orleans	ditto	„	1855	M'Farlane & Co.	80	6	16	5	8	7	16	64	32	
1,836	7,648	Sir Charles Napier	ditto	„	1854	John Steel and others	72	9	15	0	8	3	13	51	28	
1,837	2,961	Firefly	ditto	„	„	- - ditto	75	6	15	2	8	5	7	51	30	
1,838	17,185	Carthage	ditto	1857	1856	A. Perceval	216	8	30	0	15	0	500	736	150	
1,839	6,383	Industry	ditto	„	1814	A. M'George	68	1	17	2	8	1	43	69	14	
1,840	15,483	Express	ditto	„	1854	J. Campbell and others	179	0	16	1	6	9	71	113	70	iron.
1,841	15,485	United Kingdom	ditto	„	1857	John Bell and others	245	0	32	0	21	9	1,067	1,255	300	iron, screw.
1,842	19,486	General Williams	ditto	„	1856	John Steel and others	79	0	15	7	8	0	11	60	35	
1,843	19,488	James Watt	ditto	„	1857	- - ditto	79	0	17	2	7	1	47	69	15	iron, screw.
1,844	19,493	Eagle	ditto	„	„	A. Laird	161	0	23	0	13	0	220	324	60	iron, screw.
1,845	20,519	Glasgow	ditto	„	„	J. B. Murdoch and another	63	2	17	0	8	3	39	60	20	iron, screw.
1,846	20,523	Leith	ditto	1858	1858	- - ditto	63	2	17	0	8	3	39	61	20	iron, screw.
1,847	20,524	Henry Bell	ditto	„	1857	John Steel and others	78	7	17	2	7	0	47	69	15	iron, screw.
1,848	3,033	Stag	ditto	„	1854	John Burns and others	213	5	23	6	13	3	314	499	240	iron.
1,849	3,010	Lynx	ditto	„	„	- - ditto	213	5	23	6	13	3	314	499	240	iron.
1,850	21,385	Palestine	ditto	„	1858	- - ditto	255	2	34	2	24	3	936	1,377	260	iron, screw.
1,851	6,380	Petrel	ditto	„	1845	Alexander Watson and another	168	6	18	0	8	0	80	162	60	iron.
1,852	598	Oscar	ditto	„	1850	J. H. Nash	159	6	23	2	13	5	198	330	75	iron, screw.
1,853	25,294	Ranger	ditto	„	1858	Peter Coats and others	104	8	16	0	9	1	58	96	48	iron, screw.
1,854	25,890	Auguste Louise	ditto	„	1854	H. L. Seligmann	139	3	19	0	10	0	116	187	40	iron, screw.
1,855	30,499	Governor Higginson	ditto	„	1856	Calcutta and Burmah Steam Navigation Company.	208	0	27	1	16	2	365	599	160	iron, screw.
1,856	27,113	Plover	ditto	1859	1849	David Hutcheson and others	83	8	14	8	8	9	69	110	50	iron.
1,857	27,114	Lochlong	ditto	„	1859	James Wilson and others	150	4	15	2	7	2	73	116	60	iron.
1,858	27,118	Taptee	ditto	„	„	Matthew Hodgart	128	7	18	0	8	8	97	142	30	iron, screw.
1,859	27,119	Pearl	ditto	„	„	George Wigg	182	2	19	5	7	6	72	168	120	iron.
1,860	3,357	Cardiff Castle	ditto	„	1844	Alexander Wilson and another	173	5	19	3	8	8	67	101	60	iron.
1,861	27,121	Joanna	ditto	„	1858	Forth and Clyde Navigation Company	64	0	11	3	4	7	19	25	6	screw.
1,862	27,733	Rebecca	ditto	„	1859	Benjamin Simons	136	2	19	1	10	4	138	203	40	iron, screw.
1,863	27,743	Thistle	ditto	„	„	George Wigg	184	5	25	2	12	5	206	387	155	iron, screw.
1,864	17,196	Corsair	ditto	„	1857	David Sloan and others	150	1	22	2	12	0	179	264	60	iron, screw.
1,865	27,116	Vulcan	ditto	„	1854	A. & T. M'Lean	167	9	16	3	7	7	81	129	80	iron.
1,866	27,957	"A"	ditto	„	1849	J. Davie	65	5½	15	7½	7	4	42	52	20	iron, screw.
1,867	19,492	Australasian	ditto	1860	1857	James Burns and others	331	7	42	1	20	9	1,513	2,761	700	iron, screw
1,868	10,186	Sir Isaac Newton	ditto	„	1853	J. P. Kidston and others	83	3	16	2	9	4	20	69	38	

RETURN of Steam Vessels Registered in the United Kingdom on or before the 1st day of January 1864, &c.—*continued.*

No.	Official Number.	VESSELS' NAMES.	Port and Date of Registry.	Date of Build.	REGISTERED OWNERS.	DIMENSIONS. Length.	Breadth.	Depth of Hold.	TONNAGE. Exclusive of Engine Room.	Gross Tonnage.	Horse Power.	—
						Feet. 10*ths.*	*Feet.* 10*ths.*	*Feet.* 10*ths.*				
1,869	28,211	"I"	Glasgow - 1860	1850	Forth and Clyde Navigation Company	65 9	15 0	7 0	42	52	20	iron, screw.
1,870	28,216	Olympus	ditto - ,,	1860	John Burns and others	276 8	36 0	26 0	1,220	1,794	250	iron, screw.
1,871	28,220	Marathon	ditto - ,,	,,	- - ditto	274 0	36 0	25 0	1,213	1,784	250	iron, screw.
1,872	28,221	Ostrich	ditto - ,,	,,	- - ditto	210 2	27 1	14 1	424	624	150	iron, screw.
1,873	3,160	Edinburgh Castle	ditto - ,,	1844	David Hutcheson and others	140 2	16 5	7 0	44	98	45	iron.
1,874	28,225	Hecla	ditto - ,,	1860	John Burns and others	274 1	36 2½	25 8½	1,214	1,785	250	iron, screw.
1,875	28,477	Atlas	ditto - ,,	,,	- - ditto	276 9½	36 2½	26 0½	1,220	1,794	250	iron, screw.
1,876	28,479	Margaret Stevenson	ditto - ,,	,,	Marie E. Stevenson	110 6	17 0	9 9	66	114	40	iron, screw.
1,877	28,481	Antona	ditto - ,,	1859	George Wigg	166 9	23 1½	13 7	239	352	90	iron, screw.
1,878	28,482	Falcon	ditto - ,,	1860	A. A. Laird and another	174 4	24 1	13 3½	265	390	100	iron, screw.
1,879	28,484	Juno	ditto - ,,	,,	N. Mathieson	188 9	19 1	8 0	83	184	110	iron.
1,880	28,492	Ailsa Craig	ditto - ,,	,,	John Henderson and others	145 6	18 5½	11 1	153	225	50	iron, screw.
1,881	19,494	Carradale	ditto - ,,	1857	A. Montague	61 6	15 0	6 7	23	45	30	iron.
1,882	13,532	Stromboli	ditto - ,,	1856	James Burns and others	198 8	28 8	17 6	619	734	100	iron, screw.
1,883	28,883	Pioneer	ditto - ,,	1859	Robert Burns	66 5	13 4½	4 9	28	33	12	iron, screw.
1,884	28,489	Mail	ditto - ,,	1860	S. H. Bigland	179 5	18 1½	7 4½	100	159	85	iron.
1,885	28,895	Albion	ditto - ,,	,,	James Reid and others	165 0½	24 2	11 7½	160	307	150	iron.
1,886	29,271	Three Daisies	ditto - ,,	,,	William Simons	65 6	16 1	6 6½	37	51	16	iron, screw.
1,887	29,275	Advance	ditto - 1861	1861	William M'Coskry	107 1	18 6½	9 3	37	127	80	iron.
1,888	29,278	Lancefield	ditto - ,,	,,	J. R. Napier	145 6	23 2	13 3½	172	280	60	iron, screw.
1,889	29,279	Coringa	ditto - ,,	,,	Calcutta and Burmah Steam Navigation Company.	199 8	27 5	15 8	435	583	150	iron, screw.
1,890	29,282	Moulmein	ditto - ,,	,,	- - ditto	151 5	25 2	13 4	238	323	70	iron, screw.
1,891	29,284	Johnstone Castle	ditto - ,,	1860	Matthew Hodgart	139 2	20 1	9 7½	131	192	45	iron, screw.
1,892	26,842	Cantie Queen	ditto - ,,	1859	M. E. Robinow	85 1	18 1	8 5	59	88	20	iron, screw.
1,893	29,290	Rothesay Castle	ditto - ,,	1861	David M'Kett	191 5	19 0	8 3	84	177	110	iron.
1,894	42,555	Neptune	ditto - ,,	,,	J. H. Wilson	201 7	18 7½	8 2	126	200	100	iron.
1,895	42,536	Ruby	ditto - ,,	,,	R. C. Keddell	209 2	19 5	8 0½	102	200	120	iron.
1,896	42,540	St. Kilda	ditto - ,,	,,	J. Crawford, jun., and another	100 0	21 1	10 3½	91	145	45	iron, screw.
1,897	29,289	Flying Dutchman	ditto - ,,	,,	J. P. Kidston and others	106 3	19 1	10 1	44	125	50	iron.
1,898	28,478	Athanasian	ditto - ,,	1860	John Hutchison	182 2	25 1½	14 6	306	418	60	iron, screw.
1,899	28,213	Dunglass	ditto - ,,	1857	W. J. Rintoul and others	68 3	17 7	6 7½	48	53	8	iron, screw.
1,900	28,214	Renfrew	ditto - ,,	,,	- - ditto	70 2½	17 6	6 7½	48	53	8	iron, screw.
1,901	14,582	Chesapeake	ditto - ,,	1856	Alexander M'Kinnon and another	76 2	15 3	8 3	12	54	26	
1,902	43,687	Sidon	ditto - ,,	1861	John Burns and others	275 8	36 2½	25 8	1,267	1,782	250	iron, screw.
1,903	43,690	Palermo	ditto - ,,	,,	R. Little and others	169 5	21 9	13 5	289	380	50	iron, screw.
1,904	43,691	Pladda	ditto - ,,	,,	A. G. Kidston	181 5	24 6	13 7	297	391	80	iron, screw.
1,905	28,890	Kedar	ditto - ,,	1860	John Burns and others	275 8	36 2½	25 7½	1,212	1,783	250	iron, screw.
1,906	43,695	Express	ditto - ,,	1861	George Lyall	222 5	30 1½	10 4	290	489	180	iron.

1,907	43,696	Morocco	ditto	„	„	John Burns and others	275	5	36	2½	25	8	1,267	1,782	250	iron, screw.
1,908	15,700	Collier	ditto	„	1848	William Mories and another	127	7	20	2	10	5½	132	194	40	iron, screw.
1,909	43,707	Jessie Brown	ditto	„	1861	James M'Intosh	101	6½	20	0	8	8½	88	118	30	iron, screw.
1,910	43,709	Livorno	ditto	1862	1862	R. B. Handyside and others	169	6	21	9	13	5	290	381	50	iron, screw.
1,911	43,705	China	ditto	„	„	James Burns and others	326	2	40	4½	19	3	1,540	2,529	550	iron, screw.
1,912	16,246	Damascus	ditto	„	1856	James and Alexander Allen	253	5	32	0	22	2	825	1,214	200	iron, screw.
1,913	43,711	Scotia	ditto	„	1862	James Burns and others	379	0	47	8	30	5	2,358	3,871	1,000	iron.
1,914	42,537	Sultan	ditto	„	1861	Alexander Williamson	166	0	16	6½	7	2½	73	118	60	iron.
1,915	29,191	Kate	ditto	„	„	M. E. Robinow	193	0	25	1	14	3	371	488	120	iron, screw.
1,916	44,771	Pehlwan	ditto	„	1862	John Fleming	110	3	19	0½	9	2	74	135	60	iron.
1,917	44,777	Nan Zing	ditto	„	„	M. E. Robinow	210	0	27	6	13	9	419	621	200	iron.
1,918	6,358	Inverary Castle	ditto	„	1839	David Hutcheson and others	158	5	20	2	9	3	146	209	80	iron.
1,919	44,780	Clydesdale	ditto	„	1862	- - ditto	180	2	24	1	13	2	254	403	120	iron, screw.
1,920	44,782	Shun Lee	ditto	„	„	M. E. Robinow	187	4	25	5	14	3	341	463	120	iron, screw.
1,921	44,783	Two Sisters	ditto	„	„	Farlane M'Farlane	62	7	17	2	6	8	36	46	20	iron, screw.
1,922	44,784	Ranger	ditto	„	„	James Bremner	105	5	16	8	8	1	46	84	83	iron.
1,923	44,789	William Connal	ditto	„	„	John Hutchison	161	0	24	7	11	9½	268	339	60	iron, screw.
1,924	44,792	India	ditto	„	„	Calcutta and Burmah Steam Navigation Company.	239	0	30	2	19	0½	792	1,016	200	iron, screw.
1,925	44,794	Lyle	ditto	„	„	David Lyle	49	9	11	8½	6	1½	15	22	14	iron, screw.
1,926	44,796	Messina	ditto	„	„	R. B. Handyside and others	169	5	21	9	13	5	290	381	55	iron, screw.
1,927	44,797	Flying Meteor	ditto	„	„	Kidston & Whyte	11	6	18	6	9	1	41	118	60	iron.
1,928	44,798	Ava	ditto	„	„	Robert Henderson and another	141	4	23	3	11	9½	207	278	60	iron, screw.
1,929	44,801	Kurrachee	ditto	„	„	Calcutta and Burmah Steam Navigation Company.	185	0	25	5	14	4	395	510	120	iron, screw.
1,930	44,804	Penang	ditto	„	„	- - ditto	218	8	28	0	16	6½	531	699	120	iron, screw.
1,931	16,241	St. Elmo	ditto	„	1856	Thomas Meikle and another	161	3	22	1	11	6	181	266	60	iron, screw.
1,932	26,004	Excelsior	ditto	„	1855	John Hutchison	167	4	22	9½	13	0	292	357	50	iron, screw.
1,933	44,811	Collina	ditto	„	1862	William Mories and another	135	9	19	7	10	7	176	234	60	iron, screw.
1,934	20,124	Sicilia	ditto	1863	1861	J. Hutchison	227	4	28	1	17	5	582	735	110	iron, screw.
1,935	44,818	Wolf	ditto	„	1863	J. Burns and others	242	7	27	2	13	8	443	670	310	iron.
1,936	44,819	Corsica	ditto	„	„	- - ditto	224	2	32	2	24	0	681	1,134	200	iron, screw.
1,937	45,951	Rangatira	ditto	„	„	R. E. Shaw and others	144	8	20	6	9	7	175	218	50	iron, screw.
1,938	29,189	Chieftain	ditto	„	1860	H. M'Lean and another	85	4	19	1	9	2	59	87	35	iron, screw.
1,939	27,354	Flying Childers	ditto	„	1859	J. P. Kidston and others	78	4	15	7½	8	7½	17	60	50	
1,940	45,952	Genova	ditto	„	1863	R. B. Handyside and others	176	0	22	1	13	5	300	391	80	iron, screw.
1,941	45,954	Conqueror	ditto	„	„	J. P. Kidston and others	111	6	18	6	9	6	37	118	65	iron.
1,942	45,959	Persian	ditto	„	„	British India Steam Navigation Company	220	4	29	2	17	3	581	786	120	iron, screw.
1,943	45,956	Alpha	ditto	„	„	Sir S. Cunard	221	8	27	6	14	9	514	653	112	iron, screw.
1,944	29,718	Mariner	ditto	„	1861	A. M'Kinnon and another	81	3	16	5	9	0	22	68	28	
1,945	47,051	Victor	ditto	„	1863	J. Reid and others	88	9	17	6	8	9	24	82	48	
1,946	45,963	Blanche	ditto	„	„	H. L. Seligman	146	1	20	0½	12	0	174	234	40	iron, screw.
1,947	15,458	Acquilla	ditto	„	1843	P. L. Henderson	127	4	16	5½	7	6	45	95	60	iron.
1,948	45,964	Cheduba	ditto	„	1863	British India Steam Navigation Company	209	1	26	3⅓	16	1	538	667	100	iron, screw.
1,949	45,965	Antona	ditto	„	„	D. Sloan and others	190	1	26	8½	14	0	399	509	90	iron, screw.
1,950	45,968	Vartry	ditto	„	„	R. Henderson	176	6	26	1	15	0	396	510	80	iron, screw.
1,951	45,972	Mary Ann	ditto	„	„	C. Wigg	201	3	20	1½	7	5½	151	235	110	iron.
1,952	17,197	Spunkie	ditto	„	1857	E. J. Lomnitz	191	3	18	2½	7	6½	81	166	110	iron.
1,953	45,973	Iona	ditto	„	1863	D. M'Nutt	249	2	25	0	9	0½	173	372	180	iron.

RETURN of Steam Vessels Registered in the United Kingdom on or before the 1st day of January 1864, &c.—*continued.*

No.	Official Number.	VESSELS' NAMES.	Port and Date of Registry.	Date of Build.	REGISTERED OWNERS.	DIMENSIONS. Length.	Breadth.	Depth of Hold.	TONNAGE. Exclusive of Engine Room.	Gross Tonnage.	Horse Power.	—
						Feet. 10*ths.*	*Feet.* 10*ths.*	*Feet.* 10*ths.*				
1,954	45,975	Thistle	Glasgow - 1863	1863	J. A. K. Wilson	201 5	25 9	12 3	305	472	302	iron.
1,955	45,976	Victory	ditto - „	„	D. Stewart	176 7	17 6½	6 6	80	125	75	iron.
1,956	21,381	Hero	ditto - „	1858	A. Watson	181 0	19 1½	7 1½	84	157	80	iron.
1,957	45,983	Wingfield	ditto - „	1863	W. Dick	83 2	18 9	7 5½	62	82	25	iron, screw.
1,958	45,984	Britannia	ditto - „	„	R. B. Handyside and others	261 5	33 1	21 6½	1,118	1,392	360	iron, screw.
1,959	45,985	Bull Dog	ditto - „	„	J. M. Hall	152 5	22 0	11 6	104	247	140	iron.
1,960	45,986	City of Dunedin	ditto - „	„	J. Galbraith	167 3	22 1½	15 8	327	464	100	iron.
1,961	45,988	Staffa	ditto - „	„	D. Hutcheson and others	148 4	23 1½	11 2½	156	273	100	iron, screw.
1,962	45,992	Euphrates	ditto - „	„	British India Steam Navigation Company	208 7	28 3½	16 5	488	650	120	iron, screw.
1,963	45,993	Orissa	ditto - „	„	- - ditto	153 2	23 1½	12 2	271	360	80	iron, screw.
1,964	45,997	Tripoli	ditto - „	„	J. Burns and others	292 3	38 2	26 5	1,458	2,061	280	iron, screw.
1,965	45,995	Comorin	ditto - „	„	British India Steam Navigation Company	176 3	25 2½	14 1	342	453	80	iron, screw.
1,966	45,999	Princess Royal	ditto - „	„	J. Langlands and others	200 5	28 2½	14 8	404	566	150	iron, screw.
1,967	19,790	Chase	ditto - „	1858	N. Buchanan	64 4	17 6	7 6	39	56	12	screw.
1,968	47,817	Tuskar	ditto - „	1863	A. G. Kidston	181 5	24 6	13 7	294	397	80	iron, screw.
1,969	16,240	Dalhousie	ditto - „	1856	W. Ewing and others	202 7	26 5	17 1	498	629	96	iron, screw.
1,970	47,818	Burmah	ditto - „	1863	British India Steam Navigation Company	239 2	30 2	19 5	807	1,025	200	iron, screw.
1,971	47,819	Laurel	ditto - „	„	J. Cameron and another	185 9	25 2	12 5	270	387	140	iron, screw.
1,972	17,874	Don Pedro	ditto - „	1856	R. B. Handyside and others	159 7	20 1	12 5	239	295	90	iron, screw.
1,973	47,821	The Dare	ditto - „	1863	D. M'Nutt	211 7	23 1	9 4	160	312	160	iron.
1,974	47,823	Will-o'-the-Wisp	ditto - „	„	J. T. Lawrence	209 5	23 0½	9 7	117	276	180	iron.
1,975	28,215	Heron	ditto - „	1860	G. Thompson	210 2	27 1	14 1	424	624	150	iron, screw.
1,976	42,542	Fairy	ditto - „	1861	J. Proudfoot and another	149 4	21 0	6 9½	147	210	75	iron.
1,977	47,828	Andalusia	ditto - „	1863	W. Mories and another	137 2	19 8	11 7	211	274	50	iron, screw.
1,978	47,831	Nola	ditto - „	„	D. M'Nutt	228 4	25 2	13 5	432	607	250	iron.
1,979	47,833	Caledonia	ditto - „	„	R. B. Handyside and others	261 5	33 1	21 6	1,119	1,393	360	iron, screw.
1,980	47,837	Florie	ditto - „	„	H. Lafone	222 4	23 1½	9 6	215	349	160	iron.
1,981	47,836	Rhoda	ditto - „	„	W. Rennie and another	150 4	22 2	13 0	225	292	50	iron, screw.
1,982	47,841	Arabia	ditto - „	„	British India Steam Navigation Company	239 2	30 2	19 0½	807	1,027	200	iron, screw.
1,983	3,098	Irishman	ditto - „	1854	A. A. Laird	170 3	21 2	12 4	238	309	60	iron, screw.
1,984	47,838	Julia	ditto - „	1863	H. Lafone	209 4	23 0½	9 7	117	276	180	iron.
1,985	22,511	*Rob Roy	Grangemouth 1850	1847	Carron Company	63 5	13 1	6 8	20	40	22	
1,986	13,542	Grange	ditto - 1856	1856	- - ditto	178 5	25 1½	14 1	263	408	90	iron, screw.
1,987	18,240	Venus	ditto - 1857	1857	John Strong and others	25 4	15 7	8 4	11	53	24	iron.
1,988	25,099	Harmony	ditto - 1859	1859	G. G. Mackay	75 0	15 7½	8 3	13	54	26	
1,989	28,676	Carron	ditto - 1860	1860	Carron Company	181 0	25 7	14 0	286	447	106	iron, screw.
1,990	28,677	Thames	ditto - „	„	- - ditto	180 5	26 1	14 5½	340	454	106	iron, screw.
1,991	28,678	Pet	ditto - 1861	1861	J. T. Salvesen and others	79 6	16 0	8 9	19	43	30	
1,992	28,679	Forth	ditto - 1862	1862	Carron Company	188 1	27 1½	14 8	368	499	125	iron, screw.

1,993	- -	*Lord Harris - -	Greenock -	1853	1853	J. Campbell and others - - - -	148	4	16	5	7	1	110	164	60	iron.
1,994	7,487	*Powerful - -	ditto -	1854	1848	J. Park and others - - - -	73	7	15	6	8	7	17	68	35	
1,995	7,486	Defiance - - -	ditto -	„	1854	- - ditto - - - - -	80	8	16	0	9	3	17	79	40	
1,996	5,848	Vixen - - -	ditto -	„	1848	Alexander Ferguson and others - - -	73	0	14	6	8	4	8	56	30	
1,997	14,552	*Ranger - - -	ditto -	1855	1843	Robert Seaton and others - - - -	70	7	14	8	8	9	17	70	33	
1,998	- -	Stamboul - -	ditto -	„	1854	Henry Lamb and others - - - -	131	6	19	4	9	7	149	202	–	iron, screw.
1,999	7,409	Alma - - -	ditto -	„	1855	Duncan Stewart - - - - -	157	3	16	2	7	4	66	123	80	iron.
2,000	14,696	Terra - - -	ditto -	1856	1856	W. O. Taylor - - - - -	132	7	15	2	7	0	68	95	38	iron.
2,001	15,442	Mallacho - -	ditto -	„	„	Thomas Harrison - - - - -	120	6	18	3	9	1	89	130	40	iron, screw.
2,002	22,507	Helen M'Gregor -	ditto -	„	1848	D. Robertson and others - - - -	87	3	17	9	9	3	19	74	40	
2,003	7,517	Queen of Sheba -	ditto -	1857	1852	J. Park and others - - - - -	79	1	15	8	8	7	12	59	40	
2,004	6,362	Vigilant - - -	ditto -	1858	1848	W. Liddell and another - - - -	77	9	16	9	9	0	8	67	40	
2,005	21,571	Pearl - - -	ditto -	„	1858	John Hendry - - - - - -	86	0	16	7	8	0	17	72	40	
2,006	27,268	William Burnley -	ditto -	1859	1859	W. E. Cook and another - - - -	162	2	17	1	6	7	95	151	70	iron.
2,007	27,816	Scoter - - -	ditto -	„	„	William Latour - - - - -	77	0	14	0	4	7	22	44	20	iron, screw.
2,008	28,227	Gem - - -	ditto -	1860	„	A. R. Orr and others - - - -	81	8	16	4	8	5	16	64	30	
2,009	28,228	Alpheus - - -	ditto -	„	1860	James Brown - - - - - -	64	5	17	6	7	4	35	52	20	screw.
2,010	28,233	San Enrique - -	ditto -	„	„	Rudolph Jelhdman - - - - -	81	6	16	2	7	9	26	75	50	iron.
2,011	28,235	San Joaquin - -	ditto -	„	„	- - ditto - - - - -	81	6	16	2	7	9	26	75	50	iron.
2,012	28,966	Jane Cochran - -	ditto -	„	„	John and James Cochran - - - -	73	7	18	4	9	3	60	77	16	screw.
2,013	28,967	James - - -	ditto -	„	1846	Robert Henry - - - - -	66	3	16	4	5	2	33	39	13	iron, screw.
2,014	29,816	Lope de Vega - -	ditto -	1861	1861	C. C. Scott - - - - - -	224	0	26	6	18	3	599	739	60	iron, screw.
2,015	13,537	Samson - - -	ditto -	1862	1840	William Liddell and others - - -	71	9	17	0	8	7½	15	61	32	
2,016	45,251	Sea Mew - - -	ditto -	1863	1863	J. N. Fleming - - - - - -	71	5	16	9	8	5	42	61	13	iron.
2,017	45,255	Barwon - - -	ditto -	„	„	R. Little and others - - - - -	175	0	22	7	13	5	311	406	90	iron, screw.
2,018	45,257	Ruby - - -	ditto -	„	„	J. Hendry and others - - - -	104	3	19	0	10	2	41	114	50	
2,019	45,258	Jasper - - -	ditto -	„	„	- - ditto - - - - -	103	2	18	9	9	6	42	123	50	iron.
2,020	22,052	Beauty - - -	Inverness -	1858	1858	William Latour - - - - -	64	7	12	2	6	3	20	30	15	
2,021	14,512	Scottish Maid - -	Irvine -	1857	1856	A. C. M'Kinlay - - - - -	73	5	13	7	7	0	15	44	20	
2,022	18,042	Forth - - -	Kirkaldy -	1856	1855	William Ford and others - - - -	131	7	19	5	8	1	87	138	70	iron.
2,023	14,681	Raith - - -	ditto -	„	1856	William Swan and others - - - -	72	8	15	2	7	5	35	52	15	iron, screw.
2,024	29,569	Tiel - - -	ditto -	1863	1863	R. Herriot and others - - - -	72	5	16	6	8	2	43	64	16	iron, screw.
2,025	18,136	Royal Mail - -	Kirkwall -	1856	1856	John Stranger and others - - - -	81	0	19	0	10	0	26	103	50	
2,026	7,864	*Britannia - -	Leith -	1851	1851	James Brown - - - - - -	70	9	14	4	8	5	19	61	30	
2,027	20,427	*Samson - - -	ditto -	1853	1840	Jolliffe & Co. - - - - - -	88	3	16	8	9	8	28	101	–	
2,028	15,775	*Victor - - -	ditto -	„	1852	John Stoker - - - - - -	71	1	14	7	7	7	23	61	30	
2,029	7,736	*Goliah - - -	ditto -	„	„	D. R. Macgregor - - - - -	74	6	15	1	8	8	23	69	42	
2,030	19,731	Success - - -	ditto -	1854	1838	Daniel Robertson - - - - -	64	7	13	8	8	2	12	51	28	
2,031	7,713	Brilliant - - -	ditto -	„	1848	T. Buchanan and others - - - -	170	5	21	8	11	5	220	346	140	iron.
2,032	7,748	Best Bower - -	ditto -	„	1852	- - ditto - - - - - -	197	9	24	0	14	8	312	512	100	iron, screw.
2,033	10,283	*Pharos - - -	ditto -	„	1854	Commissioners of the Northern Lighthouses -	182	0	25	3	14	8	300	524	120	iron.
2,034	7,834	*Leviathan - -	ditto -	„	1849	Edinburgh, Perth, and Dundee Railway Company.	157	6	32	9	8	4	301	417	420	iron.
2,035	7,835	*Robert Napier -	ditto -	„	1850	- - ditto - - - - - -	129	6	23	3	8	5	144	234	–	iron.
2,036	7,735	*Alma - - -	ditto -	1855	1854	M'Gregor & Galloway - - - -	81	2	15	2	8	8	31	62	40	
2,037	7,727	*Baltic - - -	ditto -	„	„	John Stewart - - - - - -	79	9	19	4	9	6	88	120	20	iron, screw.
2,038	7,752	Star - - -	ditto -	„	1847	William Nicholson - - - - -	67	5	14	5	18	1	20	51	25	
2,039	15,773	Contest - - -	ditto -	1856	1856	Helen Stokes and another - - - -	77	0	16	0	8	0	14	64	30	

RETURN of Steam Vessels Registered in the United Kingdom on or before the 1st day of January 1864, &c.—*continued.*

No.	Official Number.	VESSELS' NAMES.	Port and Date of Registry.	Date of Build.	REGISTERED OWNERS.	DIMENSIONS. Length.	Breadth.	Depth of Hold.	TONNAGE. Exclusive of Engine Room.	Gross Tonnage.	Horse Power.	—
						Feet. 10*ths.*	*Feet.* 10*ths.*	*Feet.* 10*ths.*				
2,040	15,776	Express	Leith - 1856	1848	Edinburgh, Perth, and Dundee Railway Company.	153 0	24 1	9 8	169	269	120	iron.
2,041	15,777	Thane of Fife	ditto - „	1847	- - ditto	141 0	18 3	9 7	107	171	70	iron.
2,042	15,778	Auld Reekie	ditto - „	„	- - ditto	141 5	19 1	9 1	103	163	68	iron.
2,043	15,779	Forth	ditto - „	1846	- - ditto	144 4	26 9	10 4	106	209	120	iron.
2,044	23,402	Alice	ditto - 1857	1854	James Peace and others	152 5	23 0	14 9	226	332	70	iron, screw.
2,045	7,717	Ivanhoe	ditto - „	1850	J. Cox and others	161 0	21 0	11 8	179	263	70	iron, screw.
2,046	18,579	Blue Bonnet	ditto - „	1857	Hall & Pryor	83 4	17 2	9 5	14	73	35	
2,047	19,161	Holyrood	ditto - „	„	M. C. Gibson	178 8	24 4	12 4	295	381	70	iron, screw.
2,048	3,820	Gertrude	ditto - 1858	1855	T. Buchanan and others	199 4	24 4	14 5	335	493	75	iron.
2,049	17,017	Dundalk	ditto - „	1844	Joseph Falconer	179 0	26 1	15 4	286	552	250	iron.
2,050	22,020	Carrier	ditto - „	1858	Edinburgh, Perth, and Dundee Railway Company.	124 4	24 7	8 5	131	243	120	iron.
2,051	16,155	Corsair	ditto - 1859	1852	Alexander Bayne and others	79 4	15 7	8 8	12	59	36	
2,052	22,024	Orient	ditto - „	1859	T. Buchanan	200 1	27 7	15 2	417	613	140	iron, screw.
2,053	22,516	Gnome	ditto - „	1856	T. Buchanan and others	187 3	26 1	14 7	355	522	80	iron, screw.
2,054	22,027	Stokers	ditto - „	1859	E. E. Oliver	84 7	16 5	8 8	19	68	30	
2,055	28,752	Vistula	ditto - 1860	1860	T. Buchanan and others	213 1	27 6	15 0	430	633	110	iron, screw.
2,056	1,335	Times	ditto - „	1851	Joseph Falconer	160 4	21 0	13 5	205	306	70	iron, screw.
2,057	28,756	Tartar	ditto - 1861	1861	William Nicholson	80 7	16 8	9 0	23	70	30	
2,058	28,757	Dwina	ditto - „	„	T. Buchanan and others	223 4	27 7	15 0	537	667	112	iron, screw.
2,059	22,940	Temora	ditto - „	1855	James Hay and others	215 0	26 2	16 4	448	659	120	iron, screw.
2,060	28,755	Balbinie	ditto - „	1861	Edinburgh, Perth, and Dundee Railway Company.	199 6	40 4	8 9	357	533	200	
2,061	14,953	Alliance	ditto - „	1857	Alexander Laing and another	73 3	15 5	8 6	13	55	28	
2,062	22,023	Czar	ditto - „	1861	Alexander Dunsmure and others	216 1	29 0	20 3	715	895	135	iron, screw.
2,063	43,502	Volunteer	ditto - „	„	D. R. Macgregor and another	208 0	25 2	13 7	463	607	120	iron, screw.
2,064	43,501	Oscar	ditto - „	„	James Wallace and another	230 8	30 4	15 5	599	806	200	iron, screw.
2,065	7,844	Snowdoun	ditto - 1862	1855	T. Buchanan and others	206 1	24 0	14 5	445	527	75	iron, screw.
2,066	27,741	Ariel	ditto - „	1859	John Gillon and another	64 5	17 2	8 2½	42	62	16	iron, screw.
2,067	28,567	Robert Stephenson	ditto - „	1860	Duke of Buccleugh	84 0	17 5	9 0	20	74	40	
2,068	43,507	Ruby	ditto - „	1862	D. R. Macgregor and another	75 3	15 7	8 0	18	56	23	
2,069	43,509	Xanthe	ditto - „	„	Thomas Menzies	204 9	28 4	16 3	579	690	80	iron, screw.
2,070	11,136	Edina	ditto - „	1854	James Cowan and others	171 0	23 0	12 7	239	323	60	iron, screw.
2,071	44,951	Morna	ditto - „	1862	James Kay and another	234 6	29 8	17 0	595	833	175	iron, screw.
2,072	44,952	Britannia	ditto - „	„	James Dorrington and another	182 6	23 2	11 0	276	371	150	iron.
2,073	44,953	Despatch	ditto - „	„	T. Buchanan and others	76 3	15 6	7 9	20	63	30	iron.
2,074	44,954	Oder	ditto - „	„	- - ditto	222 0	28 0	15 0	547	688	112	iron, screw.
2,075	43,632	Robert Scott	ditto - „	„	D. R. Macgregor and another	82 3	17 7	8 9	24	77	33	

2,076	15,459	Stirling	ditto	1863	1856	D. R. Macgregor and others	198	8	28	5	17	7	688	831	100	iron, screw.
2,077	44,959	Osborne	ditto	„	1863	M. C. Gibson	211	6	27	1	14	1	387	564	120	iron, screw.
2,078	44,960	Fingal	ditto	„	„	J. Wallace and another	228	7	28	1	15	0	614	764	120	iron, screw.
2,079	6,341	Ossian	ditto	„	1855	- - ditto	61	2	13	0	5	7	17	30	14	iron, screw.
2,080	27,960	H.	ditto	„	1850	T. Buchanan and others	65	5	15	8½	7	2	41	51	20	iron, screw.
2,081	28,212	K.	ditto	„	„	- - ditto	65	6	15	8½	7	2½	42	52	20	iron, screw.
2,082	47,013	Anglia	ditto	„	1863	A. Blackwood and others	185	2	23	2	11	2	277	372	150	iron.
2,083	47,015	Cronstadt	ditto	„	„	A. Dunsmure and others	249	5	30	8	18	9	877	1,118	250	iron, screw.
2,084	47,014	Berlin	ditto	„	„	T. Buchanan and others	216	6	27	1	14	0	492	620	120	iron, screw.
2,085	47,243	Vienna	ditto	„	„	- - ditto	216	0	27	1	14	0	489	617	120	iron, screw.
2,086	44,298	Bob Chambers	Montrose	1862	1862	Alexander Watt and others	80	6	16	8	8	8	18	67	29	
2,087	45,614	Teazer	ditto	1863	1863	J. Fraser and another	79	3	16	9	9	1	22	69	28	
2,088	- -	*Jane	Perth	1853	1853	James Falshaw	73	5	19	0	5	7	51	72	-	
2,089	6,389	Lochfine	Port Glasgow	1851	1847	R. Lang	74	5	18	0	7	6	43	62	20	iron, screw.
2,090	19,728	*Merlin	ditto	„	1850	J. O. Lever	150	8	16	1	8	0	104	159	80	iron.
2,091	19,724	*Scottish Maid	ditto	„	1846	John Laird	65	4	13	3	7	8	14	46	25	
2,092	10,957	Conquest	ditto	1857	1840	D. Robertson and others	68	6	16	8	8	4	20	67	32	
2,093	19,169	Beaver	ditto	1858	1858	Robert Moffat	179	8	19	4	7	2	45	72	72	
2,094	20,522	Islesman	ditto	1861	„	William Lang	130	5	19	8	11	4	116	172	80	iron, screw.
2,095	29,192	Daphne	ditto	1862	1862	T. S. Begbie	137	6	19	0	9	2	124	165	35	iron, screw.
2,096	45,657	Alexandra	ditto	1863	1863	J. Reeve and another	208	2	27	1	14	3	425	560	140	iron, screw.
2,097	44,786	Briton	Stranraer	1862	1862	Colonel James M'Dowell and another	175	7	24	1	11	6½	230	349	150	iron.
2,098	22,090	Heather Bell	Wick	1858	1858	Peter Cristal and others	135	5	18	1	8	3	95	152	60	iron.
2,099	21,702	Countess of Galloway	Wigtown	1847	1847	Galloway Steam Navigation Company	165	5	24	4	14	3	284	452	200	iron.
2,100	18,739	Maid of the May	Ballina	1857	1857	William Wright	79	7	18	0	9	4	37	86	35	
2,101	- -	*Grand Junction	Belfast	1844	1843	William Dargan	94	6	18	0	10	0	62	130	60	
2,102	- -	*Countess of Caledon	ditto	„	1838	- - ditto	73	6	11	4	6	7	16	48	30	
2,103	8,041	Blenheim	ditto	1853	1848	Belfast Steam Ship Company	207	7	25	0	16	0	319	625	900	iron.
2,104	22,936	Semaphore	ditto	1855	1855	Belfast Screw Steam Shipping Company	206	3	24	2	15	6	381	560	120	
2,105	8,184	Premier	ditto	1856	1842	T. Keenan	66	7	15	4	7	5	17	54	30	
2,106	13,303	Vesta	ditto	„	1856	Hugh Andrews and others	76	0	15	3	8	0	13	56	29	
2,107	18,471	Wonder	ditto	1857	1857	- - ditto	112	6	18	0	10	0	23	127	60	iron.
2,108	15,209	Samson	ditto	„	1844	Hugh Andrews, jun.	67	7	15	0	7	8	17	56	30	
2,109	21,474	Adela	ditto	1859	1859	William Malcomson and others	212	9	22	8	11	2	175	398	194	iron.
2,110	45,124	Electric	ditto	1863	1863	Belfast Steam Ship Company	210	1	27	1	14	4	386	571	150	iron, screw.
2,111	44,316	Pioneer	ditto	„	1862	H. Andrews	92	6	18	4	10	4	26	98	60	
2,112	45,125	Magnetic	ditto	„	1863	Belfast Steam Ship Company	210	1	27	1	14	4	386	572	150	iron, screw.
2,113	5,849	Splendid	ditto	„	1850	A. Hendry	69	9	13	9	6	3	12	37	24	
2,114	47,189	Waipara	ditto	„	1863	J. Ritchie	80	6	16	0	7	0	48	69	30	iron, screw.
2,115	- -	*Star	Cork	1843	1839	Sir Richard Musgrave	75	9	14	3	6	3	33	61	-	
2,116	10,146	*Queen	ditto	1844	1838	P. Scott	90	5	13	4	6	5	47	73	35	
2,117	10,145	*Princess	ditto	„	1841	T. S. Reeves and others	132	7	17	5	8	2	113	170	75	
2,118	- -	*Kingston	ditto	1846	1829	James Denny	76	6	17	9	9	0	34	106	-	
2,119	11,576	*Pilot	ditto	1847	1847	J. A. Harley and others	79	0	16	3	8	8	23	80	35	
2,120	11,575	*Royal Alice	ditto	„	„	J. F. Maguire and others	145	4	18	4	8	0	105	144	100	iron.
2,121	10,137	*Black Eagle	ditto	1851	1850	John Dawson and others	79	9	15	8	9	1	28	81	45	
2,122	8,569	*Queenstown	ditto	„	1851	Charles Sugrue and others	113	7	14	3	6	9	133	158	32	iron.
2,123	8,567	*Victoria	ditto	1852	1852	- - ditto	134	0	15	1	7	6	82	111	50	iron.
2,124	10,138	*Telegraph	ditto	„	„	John Dawson and others	74	4	15	4	8	4	21	70	35	

RETURN of Steam Vessels Registered in the United Kingdom on or before the 1st day of January 1864, &c.—*continued.*

No.	Official Number.	VESSELS' NAMES.	Port and Date of Registry.	Date of Build.	REGISTERED OWNERS.	DIMENSIONS.			TONNAGE.		Horse Power.	——
						Length.	Breadth.	Depth of Hold.	Exclusive of Engine Room.	Gross Tonnage.		
						Feet. 10*ths.*	*Feet* 10*ths.*	*Feet.* 10*ths.*				
2,125	10,139	*Little Paddy	Cork - 1853	1829	G. Sutton	50 0	13 0	7 6	28	35	18	
2,126	8,599	*Phœnix	ditto - 1854	1831	A. & J. W. Savage	63 6	16 3	6 7	33	61	24	
2,127	8,568	*Albert	ditto - „	1854	Charles Sugrue and others	133 3	15 1	7 7	77	107	50	iron.
2,128	8,570	*Fairy	ditto - „	1853	J. E. Tracey and others	95 8	13 0	6 7	38	56	24	iron.
2,129	2,306	Willing Mind	ditto - 1856	1855	J. A. Harley and others	84 5	17 0	9 5	52	82	45	
2,130	1,004	Pelican	ditto - 1859	1850	Ebenezer Pike and others	205 6	28 3	15 8	426	627	140	iron.
2,131	8,321	Preussischer Adler	ditto - 1860	1845	- - ditto	244 7	33 0	17 0	628	997	400	iron.
2,132	8,483	Sabrina	ditto - „	1844	- - ditto	219 6	27 5	14 8	404	642	300	iron.
2,133	409	Falcon	ditto - „	1854	- - ditto	211 0	28 0	15 0	412	606	100	iron, screw.
2,134	5,856	Osprey	ditto - „	1855	- - ditto	214 2	20 1	15 6	426	626	100	iron, screw.
2,135	8,322	Dodo	ditto - „	„	- - ditto	211 4	35 8	15 0	629	926	100	iron, screw.
2,136	11,600	Bittern	ditto - „	1856	- - ditto	212 9	30 0	15 1	452	665	140	iron, screw.
2,137	23,043	Albatross	ditto - „	1850	- - ditto	197 2	29 8	15 0	406	597	140	iron, screw.
2,138	27,992	Ibis	ditto - „	1860	- - ditto	254 4	31 2	15 8	609	895	154	iron, screw.
2,139	28,027	Daisy	ditto - „	1859	- - ditto	70 6	14 1	7 7	11	42	24	
2,140	27,994	Halcyon	ditto - „	1860	- - ditto	215 5	29 0	15 5	467	686	115	iron, screw.
2,141	14,553	William Wallace	ditto - „	1848	George Robertson	75 8	16 7	8 2	10	59	38	
2,142	14,554	Robert Bruce	ditto - „	1852	Robert Seaton	91 8	18 8	8 2	42	83	45	
2,143	15,272	Arran Castle	ditto - „	1830	W. D. Seymour	101 7	16 6	8 3	48	94	45	
2,144	8,437	Prince Arthur	ditto - 1861	1851	J. F. Maguire and others	153 9	16 6	7 2	105	143	80	iron.
2,145	23,045	Cormorant	ditto - „	1853	Ebenezer Pike and others	259 9	36 2	17 5	798	1,002	180	iron, screw.
2,146	27,999	Lily	ditto - „	1861	- - ditto	120 8	15 2	6 9	56	79	40	iron.
2,147	29,423	Citizen	ditto - „	„	Selby Clare and others	160 0	17 7	7 1	73	129	80	iron.
2,148	29,427	Lee	ditto - „	„	- - ditto	160 0	17 7	7 1	73	129	80	iron.
2,149	28,337	Brunel	ditto - 1862	1860	George Sutton & Son	82 0	17 4	9 4	21	81	35	
2,150	44,406	Commissioner	ditto - 1863	1862	Cork Harbour Commissioners	108 6	18 2	7 3	42	92	40	iron.
2,151	29,535	Pilot	ditto - „	1861	A. Sutton and another	88 4	18 1	9 5	33	90	40	
2,152	16,801	Faugh o'Ballagh	Drogheda - 1857	1844	Drogheda Steam Packet Company	177 8	31 8	14 0	296	560	392	iron.
2,153	16,804	Brian Boroimhe	ditto - „	1846	- - ditto	180 0	27 1	15 1	266	583	310	iron.
2,154	16,807	St. Patrick	ditto - „	1845	- - ditto	184 3	26 4	14 7	269	571	336	iron.
2,155	16,806	Leinster Lass	ditto - „	1849	- - ditto	200 0	27 4	14 7	308	629	372	iron.
2,156	25,060	Colleen Bawn	ditto - 1862	1862	- - ditto	221 4	28 1	15 3	440	697	400	iron.
2,157	8,806	*Birmingham	Dublin - 1827	1826	City of Dublin Steam Packet Company	140 8 in.	25 0	14 8 in.	255	–	140	
2,158	– –	*Britannia	ditto - 1828	1823	Charles Hurry	73 9 in.	18 9 in.	8 5 in.	45	–	–	
2,159	8,779	*Ballinasloe	ditto - 1829	1829	City of Dublin Steam Packet Company	138 1 in.	24 2 in.	7 2 in.	191	–	170	
2,160	8,794	Duke of Cambridge	ditto - 1838	1838	- - ditto	158 1	23 5	16 5	265	498	220	
2,161	8,751	Royal William	ditto - „	1837	- - ditto	172 5	24 6	16 6	283	525	270	
2,162	8,783	Albert	ditto - 1845	1845	- - ditto	146 5	23 0	13 6	210	450	160	iron.
2,163	8,784	Roscommon	ditto - 1846	„	- - ditto	165 5	22 4	13 6	220	375	130	

2,164	8,807	*Emerald	Dublin	1846	1846	City of Dublin Steam Packet Company	130	0	20	0	12	3	180	250	60	iron, screw.
2,165	13,400	*Pilot	ditto	„	1843	Thomas Joliffe	84	2	16	7	9	0	39	109	60	
2,166	8,785	*Diamond	ditto	„	1846	City of Dublin Steam Packet Company	130	0	20	0	12	5	184	256	60	
2,167	8,808	*Fairy	ditto	1849	1849	- - ditto	129	0	16	3	8	3	81	153	65	iron.
2,168	8,787	Eblana	ditto	„	„	- - ditto	205	5	25	2	15	7	304	572	350	iron.
2,169	8,786	Duchess of Kent	ditto	„	1838	- - ditto	155	2	23	0	15	0	217	411	250	
2,170	8,788	Prince	ditto	1851	1839	Dublin and Liverpool Steam Ship Building Company.	164	9	23	6	16	2	303	536	270	
2,171	8,789	Princess	ditto	„	„	- - ditto	165	9	23	7	16	0	293	520	270	
2,172	8,810	Trafalgar	ditto	„	1848	- - ditto	189	0	28	5	17	8	365	677	350	iron.
2,173	12,225	*Erin-go-Bragh	ditto	„	1840	- - ditto	126	4	22	4	10	9	222	324	100	iron.
2,174	8,790	Prince of Wales	ditto	„	1846	- - ditto	174	1	21	6	11	4	205	340	80	iron.
2,175	8,811	Prince Arthur	ditto	„	1851	City of Dublin Steam Packet Company	195	0	23	2	12	3	204	378	220	iron.
2,176	13,398	*Mona	ditto	1852	1831	Hugh Sheridan	103	2	15	8	9	1	68	125	70	
2,177	523	Duke of Cornwall	ditto	„	1842	J. Ennis and others	170	8	26	4	17	0	325	607	360	
2,178	13,694	Foyle	ditto	„	1848	- - ditto	196	5	25	8	16	8	444	704	400	iron.
2,179	12,348	*Adeline	ditto	1853	1828	C. Pearson	70	5 in.	17	11 in.	10	9 in.	35	67	40	
2,180	8,778	St. Columba	ditto	1854	1847	City of Dublin Steam Packet Company	205	3	26	4	15	1	457	653	375	iron.
2,181	8,691	*Standard	ditto	1855	1854	J Stirling and another	174	5	24	9	13	7	294	422	100	iron, screw.
2,182	25,051	Sea Flower	ditto	„	1855	A. W. Lawe	58	3	11	4	6	8	4	23	20	iron, screw.
2,183	25,151	Lady Eglinton	ditto	1857	1853	John Ennis and others	192	3	27	9	16	4	296	542	150	iron, screw.
2,184	8,809	Iron Duke	ditto	„	1844	Sir J. K. James and others	222	0	28	2	17	2	386	733	320	iron.
2,185	11,539	Artizan	ditto	„	1856	Great Southern and Western Railway Company.	113	3	12	1	6	5	34	54	40	iron.
2,186	15,465	Duchess of Argyle	ditto	„	1848	- - ditto	150	9	15	1	6	6	53	85	60	iron.
2,187	9,062	Mars	ditto	1858	1852	James Brown	179	8	19	0	8	4	144	229	70	iron.
2,188	8,800	Windsor	ditto	1859	1846	Sir J. K. James and another	246	5	28	4	16	4	512	812	325	iron.
2,189	20,798	De Brus	ditto	1860	1858	C. J. Palgrave and others	146	7	20	1	11	5	178	261	40	iron, screw.
2,190	28,718	Leinster	ditto	„	1860	City of Dublin Steam Packet Company	343	0	35	0	19	0	386	1,383	700	iron.
2,191	27,699	Bulldog	ditto	„	1859	Hugh Sheridan and others	79	4	16	3	9	5	17	65	30	
2,192	28,720	Ulster	ditto	„	1860	City of Dublin Steam Packet Company	336	7	35	2	18	8	539	1,421	750	iron.
2,193	28,722	Connaught	ditto	„	„	- - ditto	338	0	35	2	18	8	450	1,412	700	iron.
2,194	28,723	Star	ditto	„	„	Stirling & Cooper	160	2	21	2	12	9	186	274	85	iron, screw.
2,195	28,724	Munster	ditto	„	„	City of London Steam Packet Company	336	6	35	2	18	8	541	1,432	750	iron.
2,196	28,725	Torch	ditto	„	„	Stirling & Cooper	160	2	21	2	12	9	186	274	85	iron, screw.
2,197	29,527	Ballymurtagh	ditto	1861	„	Wicklow Copper Mine Company	67	2	15	0	5	1	28	41	16	iron, screw.
2,198	28,334	Lioness	ditto	„	„	John Walsh	82	5	16	3	8	8	16	66	30	
2,199	28,573	William Hall	ditto	„	„	Hugh Sheridan and others	85	9	17	3	8	9	22	75	35	
2,200	29,480	Challenge	ditto	„	„	John Walsh	87	3	16	6	8	9	21	75	48	
2,201	28,396	Rokeby	ditto	1862	1859	Charles Palgrave and another	158	4	22	1	13	2	218	321	60	iron, screw.
2,202	29,705	Norfolk Hero	ditto	„	1861	Hugh Sheridan and others	85	5	16	6	8	8	25	71	35	
2,203	44,571	Kingstown	ditto	„	1862	James Barrett and others	151	0	20	0	7	3	89	158	86	iron.
2,204	29,722	Royal Charlie	ditto	„	1861	Hugh Sheridan and others	71	1	15	0	8	0	17	48	20	
2,205	44,574	Lord Clyde	ditto	„	1862	John Key	237	5	26	1	14	8	457	663	350	iron.
2,206	27,363	Sisters	ditto	„	1859	David and George Renwick	78	5	15	9	8	5	21	62	30	
2,207	27,701	Hecla	ditto	„	„	John Renwick	82	5	16	9	8	0	17	66	30	
2,208	45,833	Princess Alexandra	ditto	1863	1863	Port of Dublin Corporation	186	5	24	0	13	5	193	355	180	iron.
2,209	45,836	Lord Gough	ditto	„	„	J. Boyce and others	243	5	26	3	14	8	493	689	350	iron.
2,210	45,840	Alexandra	ditto	„	„	C. Palgrave and another	180	0	26	9	16	1½	441	576	90	iron, screw.

RETURN of Steam Vessels Registered in the United Kingdom on or before the 1st day of January 1864, &c.—*continued.*

No.	Official Number.	VESSELS' NAMES.	Port and Date of Registry.	Date of Build.	REGISTERED OWNERS.	DIMENSIONS.			TONNAGE.		Horse Power.	—
						Length.	Breadth.	Depth of Hold.	Exclusive of Engine Room.	Gross Tonnage.		
						Feet. 10*ths.*	*Feet.* 10*ths.*	*Feet.* 10*ths.*				
2,211	17,018	Pride of Erin	Dundalk - 1847	1847	Dundalk Steam Packet Company	194 8	26 2	15 7	377	661	356	iron.
2,212	22,810	Earl of Erne	ditto - 1855	1855	Kelly & Co.	219 4	31 5	14 7	405	643	300	iron.
2,213	17,032	Enterprise	ditto - 1856	1856	N. T. Coleman and others	221 5	30 6	15 1	446	708	320	iron.
2,214	18,089	Emerald Isle	ditto - 1862	1862	Dundalk Steam Packet Company	235 5	28 2	15 1	477	718	320	iron.
2,215	21,480	Father Daly	Galway - 1860	1859	J. O. Lever and others	100 8	15 0	6 1	37	54	20	iron, screw.
2,216	2,370	Pilot	ditto - 1864	1854	W. H. Thomson	109 3	17 6	8 1	64	112	60	iron.
2,217	21,481	Eglinton	ditto - 1863	1862	B. L. Guiness and others	115 5	16 0	7 5	67	94	40	iron.
2,218	227	*Rose	Limerick - 1854	1845	London and Limerick Steam Ship Company	119 0	20 4	12 9	151	249	60	iron, screw.
2,219	437	*European	ditto - „	1851	- - ditto	171 7	23 9	14 4	300	444	100	iron, screw.
2,220	823	Holyrood	ditto - „	1852	- - ditto	191 5	25 0	15 5	358	533	100	iron, screw.
2,221	20,677	Princess Alexandra	ditto - 1863	1862	- - ditto	212 5	27 5	15 3	490	629	140	iron, screw.
2,222	1,541	Shamrock	Londonderry 1847	1847	Glasgow and Londonderry Steam Packet Company.	186 5	25 9	16 5	325	618	300	
2,223	2,362	*William M'Cormick	ditto - 1854	1854	Londonderry Steam Boat Company	213 5	26 6	16 1	353	685	320	iron.
2,224	6,344	Ardentinny	ditto - 1858	1851	W. Coppin	163 4	16 0	6 5	69	109	72	iron.
2,225	18,180	Lady Franklin	ditto - 1860	1860	James M'L. Henderson	119 6	19 2	10 0	87	146	80	
2,226	13,531	Enniskillen	ditto - 1861	1854	Londonderry Steam Boat Company	212 6	25 9	—	464	663	300	
2,227	27,643	Lion	ditto - 1863	1859	W. Coppin	106 2	18 0	10 0	59	121	60	iron.
2,228	19,101	*Annsbro'	Newry - 1855	1846	Charles Murland	94 6	17 2	8 8	62	106	—	
2,229	25,063	Robert Burns	ditto - 1859	1857	Dundrum and Newcastle Steam Packet Company.	106 0	18 5	8 0	59	118	40	iron, screw.
2,230	11,564	Mystery	ditto - „	1856	Dundalk Steam Packet Company	143 3	19 2	10 8	134	197	40	iron, screw.
2,231	27,712	Ranger	ditto - 1862	1860	W. H. Carvill and others	85 0	16 9	9 2	17	75	35	
2,232	20,516	*Commerce	Sligo - 1843	1824	William Middleton and others	74 8	15 8	7 6	44	74	45	
2,233	12,855	*Janet	ditto - 1854	1853	Middleton & Pollexfen	76 2	10 5	6 3	34	46	18	screw.
2,234	12,859	Sligo	ditto - 1857	1857	- - ditto	163 9	22 0	11 0	192	282	65	iron, screw.
2,235	341	*Diana	Waterford - 1849	1849	Malcolmson, Brothers	183 2	23 9	13 6	390	527	100	iron.
2,236	578	*Citizen	ditto - „	1846	- - ditto	140 6	19 3	12 0	167	236	30	iron.
2,237	6,423	*Duncannon	ditto - 1850	1837	Waterford Commercial Steam Navigation Company.	109 8	18 2	9 3	71	139	65	iron.
2,238	67	*Dublin	ditto - „	1846	Malcolmson, Brothers	146 2	19 2	12 1	241	330	28	iron, screw.
2,239	64	*Magnet	ditto - 1852	1844	- - ditto	187 0	23 9	13 6	371	529	140	iron.
2,240	5	*Ceres	ditto - „	1852	- - ditto	199 0	23 4	14 7	382	581	100	iron, screw.
2,241	66	*Lion	ditto - 1853	1847	- - ditto	215 4	25 4	14 9	551	729	250	iron.
2,242	4	*Vesta	ditto - „	1853	- - ditto	199 9	24 7	14 6	430	616	100	iron, screw.
2,243	14,204	*Ranger	ditto - 1854	1846	- - ditto	181 0	20 0	13 6	308	407	40	iron, screw.

2,244	14,218	Shamrock	ditto	1855	1836	Waterford Commercial Steam Navigation Company.	130 7	17 4	8 8	136	191	80	iron.
2,245	14,229	*Nora	ditto	„	1850	- - ditto	208 2	25 0	15 9	492	717	240	iron, screw.
2,246	8,589	Brenda	ditto	1856	1855	Malcolmson, Brothers	212 0	25 0	17 0	601	772	120	iron, screw.
2,247	8,591	Minna	ditto	„	1856	C. K. Prislean	212 0	26 0	17 0	615	774	264	iron, screw.
2,248	8,600	Aurora	ditto	„	„	Malcolmson, Brothers	205 5	26 0	15 2	401	589	130	iron, screw.
2,249	8,146	Cambria	ditto	1859	1845	- - ditto	163 5	22 2	11 3	198	315	140	iron.
2,250	20,790	Pomona	ditto	„	1859	D. Malcolmson and others	251 5	29 0	20 8	995	1,225	250	iron, screw.
2,251	27,845	Iberia	ditto	„	„	- - ditto	219 6	30 2	17 1	627	803	240	iron, screw.
2,252	27,846	Una	ditto	„	„	- - ditto	250 7	30 2	20 8	1,006	1,236	250	iron, screw.
2,253	27,847	Gipsy	ditto	„	„	William Malcolmson and others	205 8	30 2	15 9	470	691	250	iron, screw.
2,254	27,848	Leda	ditto	„	„	Malcolmson, Brothers	219 4	30 2	17 1	626	803	250	iron, screw.
2,255	199	Earl of Auckland	ditto	1860	1848	William Malcolmson and others	153 0	25 0	11 7	215	316	60	iron, screw.
2,256	27,850	Zephyr	ditto	„	1860	- - ditto	209 7	28 3	14 9	462	679	250	iron, screw.
2,257	28,900	Beta	ditto	1861	1861	- - ditto	219 8	30 0	16 9	508	747	160	iron, screw.
2,258	28,897	Tintern	ditto	„	„	- - ditto	126 7	19 2	8 8	79	146	70	iron.
2,259	29,542	Ada	ditto	„	„	- - ditto	250 0	30 0	21 1	967	1,169	260	iron, screw.
2,260	29,543	Nora	ditto	„	„	- - ditto	177 6	26 3	14 2	334	432	100	iron, screw.
2,261	29,544	Ida	ditto	„	„	- - ditto	200 0	26 9	15 9	492	626	90	iron, screw.
2,262	29,545	Era	ditto	„	„	- - ditto	201 5	24 0	15 0	437	560	90	iron, screw.
2,263	29,548	Delta	ditto	1862	„	Malcolmson, Brothers	201 2	24 1	16 5	454	594	90	iron, screw.
2,264	29,549	Bellona	ditto	„	1862	- - ditto	300 3	34 2	24 1	1,590	1,879	300	iron, screw.
2,265	29,426	Erin	ditto	„	1861	William Malcolmson	119 2	15 0	7 1	53	82	25	iron, screw.
2,266	45,351	Cella	ditto	„	1862	Malcolmson, Brothers	297 4	34 4	24 0	1,685	1,992	300	iron, screw.
2,267	45,353	Penn	ditto	1863	1863	W. Malcolmson and others	251 3	30 4	19 9	678	853	184	iron, screw.
2,268	21,184	Lorton	ditto	„	1855	W. Malcolmson	67 6	14 0	6 5	28	41	30	iron, screw.
2,269	45,356	Rosa	ditto	„	1863	W. Malcolmson and others	130 3	19 2	8 1	88	148	65	iron.
2,270	45,355	Camilla	ditto	„	„	- - ditto	235 3	29 6	17 0	644	789	140	iron, screw.
2,271	29,547	Uruguay	ditto	„	1861	- - ditto	251 5	32 0	21 1	1,103	1,301	260	iron, screw.
2,272	45,358	Lara	ditto	„	1863	- - ditto	258 5	30 8	16 9	799	970	200	iron, screw.
2,273	29,550	Parana	ditto	„	1862	- - ditto	251 4	32 2	21 9	1,097	1,320	180	iron, screw.
2,274	8,070	Firefly	Wexford	1857	1845	H. W. Hartnel	167 9	25 0	11 5	208	330	160	iron.
2,275	20,250	Erin	ditto	1858	1858	Richard Devereux	81 5	16 1	8 9	17	68	40	
2,276	23,922	Troubadour	ditto	1860	1841	Wexford Steam Ship Company	208 5	32 8	13 8	387	615	180	iron.
2,277	44,288	Ruby	ditto	1863	1862	Wexford Harbour Commissioners	90 2	17 9	9 8	36	98	46	

Number of Vessels	2,277
Amount of Register Tonnage	591,434
Amount of Gross Tonnage	883,034

General Register and Record Office of Shipping and Seamen,
London, 4 June 1864.

Jno. J. Mayo,
Registrar General.

INDEX.

VESSELS' NAMES.	No. of Reference.	VESSELS' NAMES.	No. of Reference.	VESSELS' NAMES.	No. of Reference.
A.	1,866	Alliance	2,061	Atalanta	743
Aberdeenshire	1,743	Alma	702	Atalanta	881
Aberllwenny Quarry Maid	613	Alma	1,258	Atalanta	1,549
Aberystwith	750	Alma	1,380	Athanasian	1,898
Acquilla	1,947	Alma	1,999	Athenian	274
Active	1,416	Alma	2,036	Athens	1,557
Ada	2,259	Alpha	1,943	Athlete	653
Adela	1,104	Alpheus	2,000	Atlantic	1,044
Adela	2,109	Alster	815	Atlas	642
Adeline	2,179	Alster	2,192	Atlas	1,188
Aden	217	Amalia	1,069	Atlas	1,641
Adjutant	736	Amazon	487	Atlas	1,664
Admiral	1,238	Amazon	1,321	Atlas	1,718
Admiral Cator	789	Amelia	1,448	Atlas	1,875
Admiral Kanaris	496	America	1,809	Atrato	145
Admiral Moorsom	710	American	1,569	Auckland	525
Adur	1,342	Amity	177	Augusta	634
Adriatic	427	Andalusia	1,977	Augusta	1,693
Adriatic	1,332	Andrew Woodhouse	1,736	Auguste Louise	1,854
Advance	1,588	Anglesea	1,819	Auld Reekie	2,042
Advance	1,632	Anglia	378	Aunt Alice	774
Advance	1,887	Anglia	1,102	Aurora	553
Africa	1,807	Anglia	1,785	Aurora	2,248
Agenoria	880	Anglia	2,082	Australasian	1,867
Agia Sofia	1,011	Anita	131	Ava	1,928
Aid	191	Ann	1,203	Avenger	1,404
Aid	1,567	Ann and Jane	1,227	Avon	104
Ailsa Craig	1,880	Ann and Jane	1,646	Avon	638
Airedale	258	Anne	1,091	Ayrshire	1,683
Ajax	654	Anne	1,672	Ayrshire Lass	1,764
Ajax	735	Annette	428	Azalea	466
Ajax	1,665	Annette	555	Aziz	596
Alabama	1,108	Annie	1,000	Azof	224
Alacrity	346	Annie Vernon	977		
Alacrity	1,434	Annsbro'	2,228	Bahama	516
Alar	249	Ant	744	Balbec	1,800
Alarm	337	Ant	958	Balbinie	2,060
Alarm	657	Antagonist	243	Ballinasloe	2,159
Albanian	961	Antelope	372	Ballymurtagh	2,197
Albatross	813	Anthony Nichol	1,297	Baltic	229
Albatross	2,137	Antona	1,877	Baltic	2,037
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Albert	781	Apollo	660	Banshee	1,136
Albert	878	Apollo	1,428	Baron Hambro'	394
Albert	2,127	Aquilla	1,709	Barwon	2,017
Albert	2,162	Arab	1,194	Battalion	1,324
Albert Edward	484	Arabia	1,799	Beacon	479
Albion	61	Arabia	1,982	Beacon	508
Albion	849	Arabian	701	Beatrice	665
Albion	991	Arabian	1,111	Beaufort	1,612
Albion	1,022	Araxes	972	Beauty	2,020
Albion	1,182	Arbutus	896	Beaver	1
Albion	1,413	Arcadia	965	Beaver	2,093
Albion	1,885	Ardentinny	2,224	Bee	746
Alderman Ridley	1,300	Argo	841	Bee	755
Alert	856	Argus	241	Bee	966
Alert	1,352	Argus	447	Bee	1,619
Alexandra	522	Argyll	1,551	Behar	302
Alexandra	559	Ariel	260	Belgium	122
Alexandra	598	Ariel	700	Bellona	2,264
Alexandra	605	Ariel	2,066	Belmont	1,208
Alexandra	1,345	Aries	1,676	Belmont	1,662
Alexandra	2,096	Armenian	262	Benares	270
Alexandra	2,210	Arno	493	Bengal	113
Alford	606	Arran Castle	2,143	Benwell	1,275
Alhambra	480	Arrow	471	Berbice	1,276
Alice	499	Artizan	360	Berlin	1,058
Alice	1,375	Artizan	2,185	Berlin	2,084
Alice	2,044	Asia	560	Bermuda	1,078
Alliance	266	Asia	1,806	Berwick	20
Alliance	1,151	Askalon	1,086	Best Bower	2,032
Alliance	1,555	Assam Nautilus	341	Bests	1,437

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VESSELS' NAMES.	No. of Reference.	VESSELS' NAMES.	No. of Reference.	VESSELS' NAMES.	No. of Reference.
Beta	2,257	British Queen	1,268	Champion	1,446
Bird of the Harbour	1,036	British Queen	1,580	Chanticleer	465
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Birmingham	2,157	British Warrior	1,420	Charley	1,702
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STEAM VESSELS.

RETURN of the whole of the REGISTERED STEAM VESSELS of the United Kingdom on the 1st day of January 1864; distinguishing Vessels built of Iron, and also Vessels having Screw Propellers, and giving the Aggregate Number of Vessels, and Amount of Tonnage; with an ALPHABETICAL INDEX.

(*Mr. Thomas Baring.*)

Ordered, by The House of Commons, *to be Printed,*
8 *June* 1864.

[*Price* 8½ *d.*]

Under 12 *oz.*

TRANSATLANTIC STEAMERS.

RETURN to an Order of the Honourable The House of Commons, dated 14 March 1864;—*for*,

RETURN, "in Tabular Form, of all TRANSATLANTIC STEAMERS (British or Foreign, and whether Carrying or not Carrying Mails) which, during the Year 1863, left any Port or Ports in the UNITED KINGDOM for any Port or Ports in NORTH AMERICA, arranged in Chronological Order, according to the Dates of their respective Departures; specifying, as far as may be, the Name of each Steamer; the Name or Title of the Firm or Company to which it belonged; the Port of first Departure in the UNITED KINGDOM, the intermediate Port or Ports of Call (if any), and the Port of final Arrival in NORTH AMERICA; the Days and Hours of Departure and Arrival from and at each Port and intermediate Port respectively; the Duration of the entire Voyage between the first and the final Ports, including therein the Delay at any intermediate Port of Call; also (in a distinct Column) the Duration of any such Delay; and specifying likewise the Days and Hours of Despatch and Arrival of Mails by any Steamer from and at *London* and *New York* respectively, with the Time occupied in Transmission of Mails between those Two Places; likewise the registered Tonnage and Power of each Steamer; the Number of its Passengers for the particular Voyage; and the respective Amounts received or earned by it on each Voyage for Ship Letters and for Imperial or Colonial Subsidies:"

"And, similar RETURN as to all TRANSATLANTIC STEAMERS which, during the same Year 1863, left any Port or Ports in NORTH AMERICA for any Port or Ports in the UNITED KINGDOM:"

"Also, a SUMMARY or SUMMARIES from the above RETURNS, showing the Total Number of VOYAGES made each way (Outward and Homeward) in the Year 1863 by each TRANSATLANTIC STEAMER to or from NORTH AMERICA; its Total Number of Passengers each way; and the Total of all Sums received or earned by it each way for Ship Letters and for Imperial or Colonial Subsidies respectively; also showing the Total Number of Voyages made each way in the Year 1863 by all Steamers belonging to each Firm or Company; the Total Number of Passengers each way by the Steamers of each Firm or Company; and the Total Amount received by each Firm or Company for Ship Letters, and for Imperial or Colonial Subsidies respectively; likewise showing the Total Number of all VOYAGES made each way in the Year 1863 by all TRANSATLANTIC STEAMERS to or from NORTH AMERICA; the Total Number of all Passengers each way; and the Total Amount received for Ship Letters, and for Imperial or Colonial Subsidies respectively."

(*Mr. Scully.*)

Ordered, by The House of Commons, *to be Printed*,
8 *June* 1864.

RETURN of all TRANSATLANTIC STEAMERS which, during the Year 1863, left any Port or Ports in the UNITED their Departure respectively; specifying, as far as may be, the Name of each Steamer; the Name or Title of the Port or Ports of Call (if any), and the final Port of Arrival in NORTH AMERICA, with the Days and Hours of its Passengers for the particular Voyage, and the several Amounts received or earned for Ship Letters and for which, during the same Year 1863, left any Port or Ports in NORTH AMERICA for any Port or Ports in the

VESSELS CLEARED FROM PORTS IN THE - - - - - -

NAME of STEAMER.	OWNERS' NAMES.	Port of Departure from the United Kingdom.	Ports of Call (if any).	Port of Arrival in North America.
Jura	Montreal Ocean Steam Ship Company	Liverpool	Moville	Portland
China	British and North American Royal Mail Steam Packet Company.	Queenstown	-	New York
Hibernian	Montreal Ocean Steam Ship Company	Liverpool	Moville	Portland
Kangaroo	Liverpool, New York, and Philadelphia Steam Ship Company.	ditto	Queenstown	New York
Arabia	British and North American Royal Mail Steam Packet Company.	Queenstown	-	Halifax
Edinburgh	Liverpool, New York, and Philadelphia Steam Ship Company.	Liverpool	Queenstown	New York
Norwegian	Montreal Ocean Steam Ship Company	ditto	Moville	Portland
St. Andrew	ditto	Glasgow	Moville, Halifax and Portland.	New York
Australasian	British and North American Royal Mail Steam Packet Company.	Queenstown	-	ditto
Bohemian	Montreal Ocean Steam Ship Company	Liverpool	Moville	Portland
City of Manchester	Liverpool, New York, and Philadelphia Steam Ship Company.	ditto	Queenstown	New York
Khersonese	George Duncan, Shipowner, London	ditto	Halifax	ditto
Europa	British and North American Royal Mail Steam Packet Company.	Queenstown	-	Halifax
North American	Montreal Ocean Steam Ship Company	Liverpool	Moville	Portland
Etna	Liverpool, New York, and Philadelphia Steam Ship Company.	ditto	Queenstown	New York
Asia	British and North American Royal Mail Steam Packet Company.	Queenstown	-	ditto
Nova Scotian	Montreal Ocean Steam Ship Company	Liverpool	Moville	Portland
Glasgow	Liverpool, New York, and Philadelphia Steam Ship Company.	ditto	Queenstown	New York
Canada	British and North American Royal Mail Steam Packet Company.	Queenstown	-	Halifax
Damascus	Montreal Ocean Steam Ship Company	Liverpool	-	New York
Jura	ditto	ditto	Moville	Portland
City of Washington	Liverpool, New York, and Philadelphia Steam Ship Company.	ditto	Queenstown	New York
Africa	British and North American Royal Mail Steam Packet Company.	Queenstown	-	ditto
Kedar	ditto	Liverpool	-	ditto
Plantagenet	Alfred Holt, Merchant, Liverpool	ditto	Halifax	ditto
City of New York	Liverpool, New York, and Philadelphia Steam Ship Company.	ditto	Queenstown	ditto
Hibernian	Montreal Ocean Steam Ship Company	ditto	Moville	Portland
Kangaroo	Liverpool, New York, and Philadelphia Steam Ship Company.	ditto	-	New York
Arabia	British and North American Royal Mail Steam Ship Company.	Queenstown	-	Halifax
Anglo-Saxon	Montreal Ocean Steam Ship Company	Liverpool	Moville	Portland
City of Baltimore	Liverpool, New York, and Philadelphia Steam Ship Company.	ditto	Queenstown	New York
Australasian	British and North American Royal Mail Steam Packet Company.	Queenstown	-	ditto
Shannon	C. R. Stock, Clifford's Inn, London	Liverpool	-	ditto
Norwegian	Montreal Ocean Steam Ship Company	ditto	Moville	Portland
Edinburgh	Liverpool, New York, and Philadelphia Steam Ship Company.	ditto	Queenstown	New York
St. George	Montreal Ocean Steam Ship Company	Glasgow	Portland	ditto
Europa	British and North American Royal Mail Steam Packet Company.	Queenstown	-	Halifax

KINGDOM for any Port or Ports in NORTH AMERICA, arranged in Chronological Order, according to the Dates of Firm or Company to which it belonged; the Port of its first Departure in the United Kingdom; the intermediate Departure, Demurrage, and Arrival respectively; also its Registered Tonnage and Steam Power; the Number of any Imperial or Colonial Subsidies respectively:—And, similar RETURN as to all TRANSATLANTIC STEAMERS UNITED KINGDOM.

- - - - - UNITED KINGDOM TO PORTS IN NORTH AMERICA.

Day and Hour of Departure from the United Kingdom.	Demurrage.	Day and Hour of Arrival in North America.	Registered Tonnage.	Horses-Power.	Number of Passengers for the Voyage.	Amounts received or earned for Ship Letters, or for any Imperial or Colonial Subsidies.
1863: H. M.		1863: H. M.				£. s. d.
1 Jan. - 6 10 p.m.	4 hours - -	13 Jan. - 5 30 p.m.	791	400	101	820 - -
4 Jan. - 4 12 p.m.	- - - -	14 Jan. - 11 20 a.m.	1,539	550	40	
8 Jan. - 1 40 p.m.	11 hrs. 55 mins. -	19 Jan. - 8 50 p.m.	1,888	500	78	820 - -
8 Jan. - 6 20 p.m.	- - - -	20 Jan. - 9 0 p.m.	1,169	300	235	Ocean postage of 8 *d.* per ½ oz. from United States Government.
11 Jan. - 4 5 p.m.	- - - -	20 Jan. - 6 15 a.m.	1,359	900	45	
15 Jan. - 4 12 p.m.	- - - -	29 Jan. - 10 0 a.m.	1,494	450	281	Ocean postage of 8 *d.* per ½ oz. from United States Government.
16 Jan. - 3 25 a.m.	12 hours - -	1 Feb. - 8 30 p.m.	1,888	450	119	820 - -
17 Jan. - 2 45 p.m.	6 days 18 hrs. -	5 Mar. - 8 0 p.m.	1,092	170	21	
18 Jan. - 4 5 p.m.	- - - -	1 Feb. - 5 20 p.m.	1,512	700	57	
22 Jan. - 2 5 p.m.	7 hrs. 40 mins. -	11 Feb. - 4 50 a.m.	1,488	400	122	820 - -
23 Jan. - 2 30 p.m.	- - - -	10 Feb. - 8 23 p.m.	1,296	350	197	Ocean postage of 8 *d.* per ½ oz. from United States Government.
24 Jan. - noon -	- - - -	8 Mar. - - -	1,273	200	-	
25 Jan. - 11 5 p.m.	- - - -	9 Feb. - 6 15 p.m.	1,208	800	69	
29 Jan. - 3 55 p.m.	5 hrs. 25 mins. -	16 Feb. - 4 35 p.m.	1,137	250	84	820 - -
29 Jan. - 10 15 p.m.	- - - -	13 Feb. - 4 50 a.m.	1,494	450	176	Ocean postage of 8 *d.* per ½ oz. from United States Government.
1 Feb. - 5 5 p.m.	- - - -	15 Feb. - 9 50 a.m.	1,214	816	69	
5 Feb. - 12 50 p.m.	25 hrs. 15 mins. -	23 Feb. - 3 25 a.m.	1,488	400	137	820 - -
6 Feb. - 10 0 a.m.	- - - -	27 Feb. - 4 0 p.m.	1,154	400	216	Ocean postage of 8 *d.* per ½ oz. from United States Government.
8 Feb. - 4 20 p.m.	- - - -	21 Feb. - 10 0 a.m.	1,001	698	175	
12 Feb. - 4 30 a.m.	6 hrs. 30 mins. -	27 Feb. - 2 0 p.m.	825	200	-	
12 Feb. - 3 50 p.m.	6 hrs. 50 mins. -	25 Feb. - 10 0 a.m.	791	400	178	820 - -
12 Feb. - 5 20 p.m.	- - - -	25 Feb. - 10 30 p.m.	1,618	460	366	Ocean postage of 8 *d.* per ½ oz. from United States Government.
15 Feb. - 5 5 p.m.	- - - -	28 Feb. - 9 0 a.m.	1,216	650	61	
16 Feb. - 9 40 a.m.	- - - -	2 Mar. - 4 40 p.m.	1,212	250	-	
17 Feb. - 5 30 p.m.	- - - -	21 Mar. - 4 0 p.m.	472	70	-	
19 Feb. - 8 0 p.m.	- - - -	5 Mar. - 8 0 a.m.	1,679	550	431	Ocean postage of 8 *d.* per ½ oz. from United States Government.
19 Feb. - 10 0 p.m.	12 hrs. 45 mins. -	4 Mar. - 6 0 p.m.	1,888	500	248	820 - -
21 Feb. - 1 34 p.m.	- - - -	11 Mar. - 11 55 p.m.	1,169	300	-	Ocean postage of 8 *d.* per ½ oz. from United States Government.
22 Feb. - 4 15 p.m.	- - - -	6 Mar. - 5 30 a.m.	1,359	900	71	
26 Feb. - 4 0 p.m.	4 hrs. 30 mins. -	12 Mar. - 3 10 p.m.	1,165	250	224	820 - -
26 Feb. - 4 20 p.m.	- - - -	11 Mar. - 11 55 p.m.	1,224	500	451	Ocean postage of 8 *d.* per ½ oz. from United States Government.
1 Mar. - 5 5 p.m.	- - - -	13 Mar. - 5 30 p.m.	1,512	700	66	
2 Mar. - - -	- - - -	No information given	1,161	450	-	
5 Mar. - 11 40 a.m.	20 hours - -	20 Mar. - 2 0 p.m.	1,888	450	270	820 - -
5 Mar. - 4 25 p.m.	- - - -	21 Mar. - 8 17 p.m.	1,494	450	420	Ocean postage of 8 *d.* per ½ oz. from United States Government.
6 Mar. - 1 15 a.m.	2 days - -	31 Mar. - 3 0 p.m.	1,128	165	14	
8 Mar. - 4 25 p.m.	- - - -	22 Mar. - 11 2 a.m.	1,208	800	68	

VESSELS CLEARED FROM PORTS IN THE UNITED KINGDOM - - - - -

NAME of STEAMER.	OWNERS' NAMES.	Port of Departure from the United Kingdom.	Ports of Call (if any).	Port of Arrival in North America.
City of Manchester	Liverpool, New York, and Philadelphia Steam Ship Company.	Liverpool	Queenstown	New York
Isis	William M. Moss, Merchant, Liverpool	ditto	-	ditto
Bohemian	Montreal Ocean Steam Ship Company	ditto	Moville	Portland
Etna	Liverpool, New York, and Philadelphia Steam Ship Company.	ditto	Queenstown	New York
Asia	British and North American Royal Mail Steam Packet Company.	Queenstown	-	ditto
Nova Scotian	Montreal Ocean Steam Ship Company	Liverpool	Moville	Portland
City of Washington	Liverpool, New York, and Philadelphia Steam Ship Company.	ditto	Queenstown	New York
Louisiana	National Steam Navigation Company	ditto	ditto	ditto
Canada	British and North American Royal Mail Steam Ship Company.	Queenstown	-	Halifax
City of Cork	Liverpool, New York, and Philadelphia Steam Ship Company.	Liverpool	Queenstown	New York
North American	Montreal Ocean Steam Ship Company	ditto	Moville	Portland
Glasgow	Liverpool, New York, and Philadelphia Steam Ship Company.	ditto	Queenstown	New York
Corsica	British and North American Royal Mail Steam Ship Company.	ditto	-	Halifax
Africa	ditto	Queenstown	-	New York
Agia Sophia	G. M. Papayanni, Merchant, Liverpool	Liverpool	Crookhaven & Queenstown.	ditto
Damascus	Montreal Ocean Steam Ship Company	ditto	-	ditto
Hibernian	ditto	ditto	Moville	Portland
City of New York	Liverpool, New York, and Philadelphia Steam Ship Company.	ditto	Queenstown	New York
Kangaroo	ditto	ditto	ditto	ditto
Arabia	British and North American Royal Mail Steam Packet Company.	Queenstown	-	Halifax
St. Andrew	Montreal Ocean Steam Ship Company	Glasgow	Dublin and Maine, U. S.	New York
Jura	ditto	Liverpool	Moville	Portland
City of Baltimore	Liverpool, New York, and Philadelphia Steam Ship Company.	ditto	Queenstown	New York
United Kingdom	Anchor Line of American Steam Packet Ships	Glasgow	-	Quebec
Persia	British and North American Royal Mail Steam Packet Company.	Queenstown	-	New York
Anglo-Saxon	Montreal Ocean Steam Ship Company	Liverpool	Moville	Quebec
Edinburgh	Liverpool, New York, and Philadelphia Steam Ship Company.	ditto	Queenstown	New York
Alpha	Sir Samuel Cunard, Bart., Kensington, London	Glasgow	-	Halifax
City of Manchester	Liverpool, New York, and Philadelphia Steam Ship Company.	Liverpool	Queenstown	New York
Europa	British and North American Royal Mail Steam Packet Company.	Queenstown	-	Halifax
Norwegian	Montreal Ocean Steam Ship Company	Liverpool	Moville	Quebec
Etna	Liverpool, New York, and Philadelphia Steam Ship Company.	ditto	Queenstown	New York
Australasian	British and North American Royal Mail Steam Packet Company.	Queenstown	-	ditto
Bohemian	Montreal Ocean Steam Ship Company	Liverpool	Moville	Quebec
City of Washington	Liverpool, New York, and Philadelphia Steam Ship Company.	ditto	Queenstown	New York
City of Cork	ditto	ditto	ditto	ditto
America	British and North American Royal Mail Steam Packet Company.	Queenstown	-	Halifax
North American	Montreal Ocean Steam Ship Company	Liverpool	Moville	Quebec
City of New York	Liverpool, New York, and Philadelphia Steam Ship Company.	ditto	Queenstown	New York
China	British and North American Royal Mail Steam Packet Company.	Queenstown	-	ditto
St. George	Montreal Ocean Steam Ship Company	Glasgow	-	Quebec
Hibernian	-	Liverpool	Moville	ditto
City of Baltimore	Liverpool, New York, and Philadelphia Steam Ship Company.	ditto	Queenstown	New York
Great Eastern	Great Ship Company	ditto	-	ditto

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Day and Hour of Departure from the United Kingdom.	Demurrage.	Day and Hour of Arrival in North America.	Registered Tonnage.	Horses-Power.	Number of Passengers for the Voyage.	Amounts received or earned for Ship Letters, or for any Imperial or Colonial Subsidies.
1863: H. M.		1863: H. M.				£. s. d.
9 Mar. - 12 10 a.m.	- - - -	21 Mar. - 1 50 p.m.	1,296	350	263	Ocean postage of 8 *d.* per ½ oz. from United States Government.
11 Mar. - - -	- - - -	30 Mar. - - -	1,436	250	–	
12 Mar. - 3 45 p.m.	7 hrs. 40 mins. -	27 Mar. - 9 5 a.m.	1,488	400	314	820 – –
12 Mar. - 5 36 p.m.	- - - -	26 Mar. - 4 0 a.m.	1,494	450	462	Ocean postage of 8 *d.* per ½ oz. from United States Government.
15 Mar. - 4 50 p.m.	- - - -	28 Mar. - 10 45 a.m.	1,214	816	35	
19 Mar. - 12 45 p.m.	19 hours - -	4 Apr. - 4 0 a.m.	1,488	400	284	820 – –
19 Mar. - 5 0 p.m.	- - - -	31 Mar. - 11 40 a.m.	1,618	460	726	Ocean postage of 8 *d.* per ½ oz. from United States Government.
21 Mar. - - -	- - - -	No information given	1,642	300	96	
22 Mar. - 5 6 p.m.	- - - -	3 Apr. - 3 30 p.m.	1,001	698	75	
23 Mar. - 3 55 p.m.	- - - -	6 Apr. - 7 50 a.m.	1,082	200	261	Ocean postage of 8 *d.* per ½ oz. from United States Government.
26 Mar. - 3 55 p.m.	17 hrs. 10 mins. -	11 Apr. - 7 50 p.m.	1,137	250	354	820 – –
26 Mar. - 7 0 p.m.	- - - -	11 Apr. - 9 35 a.m.	1,154	400	448	Ocean postage of 8 *d.* per ½ oz. from United States Government.
28 Mar. - 3 20 p.m.	- - - -	11 Apr. - 11 35 a.m.	681	200	–	– 1 3
29 Mar. - 4 15 p.m.	- - - -	11 Apr. - 11 20 a.m.	1,216	450	38	
30 Mar. - 1 30 p.m.	15 days - -	17 Apr. - 11 15 a.m.	977	200	1	
1 Apr. - 10 45 a.m.	- - - -	17 Apr. - 9 0 p.m.	825	200	–	
2 Apr. - 5 40 p.m.	26 hours - -	18 Apr. - 6 20 a.m.	1,888	500	318	820 – –
2 Apr. - 11 0 p.m.	- - - -	14 Apr. - 10 15 a.m.	1,679	550	663	Ocean postage of 8 *d.* per ½ oz. from United States Government.
4 Apr. - 8 40 p.m.	- - - -	21 Apr. - 6 0 a.m.	1,169	300	534	- - ditto.
5 Apr. - 4 35 p.m.	- - - -	16 Apr. - 6 30 p.m.	1,359	900	232	
9 Apr. - 2 10 p.m.	2 dys. 5 hrs. 45 mins.	2 May - 4 0 p.m.	1,092	170	274	
9 Apr. - 3 20 p.m.	8 hrs. 55 mins. -	21 Apr. - 11 30 a.m.	791	400	461	820 – –
9 Apr. - 4 20 p.m.	- - - -	21 Apr. - 5 55 a.m.	1,224	500	669	Ocean postage of 8 *d.* per ½ oz. from United States Government.
10 Apr. - 3 20 p.m.	- - - -	5 May - 7 30 p.m.	1,067	300	415	
12 Apr. - 4 12 p.m.	- - - -	22 Apr. - 11 58 a.m.	2,079	900	144	
16 Apr. - 5 30 p.m.	Wrecked off Cape Race 27th April.	- - - -	1,165	250	352	820 – –
16 Apr. - 8 0 p.m.	- - - -	29 Apr. - 6 40 p.m.	1,494	450	779	Ocean postage of 8 *d.* per ½ oz. from United States Government.
16 Apr. - - -	- - - -	27 Apr. - - -	513	112	–	
18 Apr. - 6 0 p.m.	- - - -	1 May - 1 15 p.m.	1,296	350	724	Ocean postage of 8 *d.* per ½ oz. from United States Government.
19 Apr. - 4 19 p.m.	- - - -	30 Apr. - 11 25 a.m.	1,208	800	239	
23 Apr. - 3 0 p.m.	59 hrs. 25 mins. -	8 May - 1 15 a.m.	1,888	450	500	820 – –
23 Apr. - 4 22 p.m.	- - - -	4 May - 1 30 p.m.	1,494	450	560	Ocean postage of 8 *d.* per ½ oz. from United States Government.
26 Apr. - 4 25 p.m.	- - - -	6 May - 8 15 a.m.	1,512	700	87	
30 Apr. - 4 45 p.m.	23 hrs. 40 mins. -	14 May - 5 20 p.m.	1,488	400	507	820 – –
30 Apr. - 5 45 p.m.	- - - -	11 May - 12 midngt.	1,618	460	822	Ocean postage of 8 *d.* per ½ oz. from United States Government.
2 May - 9 48 p.m.	- - - -	15 May - 10 30 a.m.	1,082	200	540	- - ditto.
3 May - 4 15 p.m.	- - - -	14 May - 10 20 a.m.	984	600	80	
7 May - 2 40 p.m.	18 hrs. 55. mins. -	22 May - 4 30 p.m.	1,137	250	434	820 – –
7 May - 4 10 p.m.	- - - -	17 May - 10 20 a.m.	1,679	550	782	Ocean postage of 8 *d.* per ½ oz. from United States Government.
10 May - 4 30 p.m.	- - - -	22 May - 7 5 a.m.	1,539	550	62	
12 May - 9 0 p.m.	- - - -	26 May - 1 25 p.m.	1,128	165	423	
14 May - 6 10 p.m.	5 hrs. 20 mins. -	25 May - 4 25 p.m.	1,888	500	452	820 – –
14 May - 7 42 p.m.	- - - -	26 May - 12 32 a.m.	1,224	500	721	Ocean postage of 8 *d.* per ½ oz. from United States Government.
15 May - - -	- - - -	No information given	13,343	2,600	–	

VESSELS CLEARED FROM PORTS IN THE UNITED KINGDOM - - - - - -

NAME of STEAMER.	OWNERS' NAMES.	Port of Departure from the United Kingdom.	Ports of Call (if any).	Port of Arrival in North America.
Kangaroo	Liverpool, New York, and Philadelphia Steam Ship Company.	Liverpool	Queenstown	New York
Asia	British and North American Royal Mail Steam Ship Company.	Queenstown	-	Halifax
Sidon	ditto	Liverpool	Queenstown	New York
Jura	Montreal Ocean Steam Ship Company	ditto	Moville	Quebec
Edinburgh	Liverpool, New York, and Philadelphia Steam Ship Company.	ditto	Queenstown	New York
St. Patrick	Bryce Allan, Esq., Liverpool	ditto	ditto	Quebec
Persia	British and North American Royal Mail Steam Packet Company.	Queenstown	-	New York
Louisiana	National Steam Navigation Company	Liverpool	Queenstown	ditto
Melbourne	F. Sewell, Esq., Leadenhall-street, London	ditto	-	ditto
Nova Scotian	Montreal Ocean Steam Ship Company	ditto	Moville	Quebec
Glasgow	Liverpool, New York, and Philadelphia Steam Ship Company.	ditto	Queenstown	New York
City of Limerick	ditto	ditto	ditto	ditto
Mersey	C. R. Stock, Clifford's Inn, London	ditto	-	Halifax
Africa	British and North American Royal Mail Steam Packet Company.	Queenstown	-	ditto
Olympus	ditto	Liverpool	Queenstown	New York
United Kingdom	Anchor Line of American Steam Packet Ships	Glasgow	-	Quebec
City of Manchester	Liverpool, New York, and Philadelphia Steam Ship Company.	Liverpool	-	New York
Norwegian	Montreal Ocean Steam Ship Company	ditto	Moville	Quebec
St. Andrew	ditto	Glasgow	-	ditto
Scotia	British and North American Royal Mail Steam Packet Company.	Queenstown	-	New York
City of New York	Liverpool, New York, and Philadelphia Steam Ship Company.	Liverpool	Queenstown	ditto
Bohemian	Montreal Ocean Steam Ship Company	ditto	Moville	Quebec
Shannon	C. R. Stock, Clifford's Inn, London	ditto	ditto	New York
City of Cork	Liverpool, New York, and Philadelphia Steam Ship Company.	ditto	Queenstown	ditto
Canada	British and North American Royal Mail Steam Packet Company.	Queenstown	-	Halifax
Hecla	ditto	Liverpool	Queenstown	New York
North American	Montreal Ocean Steam Ship Company	ditto	Moville	Quebec
City of Baltimore	Liverpool, New York, and Philadelphia Steam Ship Company.	ditto	Queenstown	New York
China	British and North American Royal Mail Steam Packet Company.	Queenstown	-	ditto
Hibernian	Montreal Ocean Steam Ship Company	Liverpool	Moville	Quebec
City of Washington	Liverpool, New York, and Philadelphia Steam Ship Company.	ditto	Queenstown	New York
Kangaroo	ditto	ditto	ditto	ditto
Asia	British and North American Royal Mail Steam Packet Company.	Queenstown	-	Halifax
Great Eastern	The Great Ship Company	Liverpool	-	New York
Sidon	British and North American Royal Mail Steam Packet Company.	ditto	Queenstown	ditto
Jura	Montreal Ocean Steam Ship Company	ditto	Moville	Quebec
Edinburgh	Liverpool, New York, and Philadelphia Steam Ship Company.	ditto	Queenstown	New York
St. George	Montreal Ocean Steam Ship Company	Glasgow	-	Quebec
Persia	British and North American Royal Mail Steam Packet Company.	Queenstown	-	New York
Britannia	Anchor Line of American Steam Packet Ships	Glasgow	-	Quebec
Nova Scotian	Montreal Ocean Ship Company	Liverpool	Moville	ditto
City of London	Liverpool, New York, and Philadelphia Steam Ship Company.	ditto	Queenstown	New York
City of Limerick	ditto	ditto	ditto	ditto
Cella	Malcolmson, Brothers, Portlaw, Waterford	ditto	ditto	ditto
Africa	British and North American Royal Mail Steam Packet Company.	Queenstown	-	Halifax
Olympus	ditto	Liverpool	Queenstown	New York
Damascus	Montreal Ocean Steam Ship Company	ditto	Moville	Quebec
St. Patrick	Bryce Allan, Liverpool	Glasgow	Queenstown	ditto

TO PORTS IN NORTH AMERICA—*continued.*

Day and Hour of Departure from the United Kingdom.	Demurrage.	Day and Hour of Arrival in North America.	Registered Tonnage.	Horses-Power.	Number of Passengers for the Voyage.	Amounts received or earned for Ship Letters, or for any Imperial or Colonial Subsidies.
1863: H. M.		1863: H. M.				£. s. d.
16 May - 9 0 p.m.	- - - - -	28 May - 8 0 p.m.	1,169	300	626	Ocean postage of 8 *d.* per ½ oz. from United States Government.
17 May - 4 15 p.m.	- - - - -	25 May - 8 0 p.m.	1,214	816	70	
19 May - 12 0 noon	9 hrs. 50 mins. -	31 May - 3 26 p.m.	1,267	250	382	- - 7
21 May - 1 45 p.m.	12 hrs. 50 mins. -	1 June - 6 30 p.m.	791	400	514	820 - -
21 May - 4 12 p.m.	- - - - -	3 June - 7 15 a.m.	1,494	450	743	Ocean postage of 8 *d.* per ½ oz. from United States Government.
22 May - 1 0 p.m.	52 hours - -	8 June - 9 39 a.m.	880	250	346	
24 May - 4 20 p.m.	- - - - -	3 June - 6 30 a.m.	2,079	900	137	
25 May - - -	- - - -	No information given	1,642	300	469½	
25 May - - -	- - - -	- - ditto - -	898	260	-	
28 May - 7 0 p.m.	30 hours - -	12 June - 6 0 a.m.	1,488	400	543	820 - -
28 May - 8 0 p.m.	- - - -	11 June - 1 35 p.m.	1,154	400	594	Ocean postage of 8 *d.* per ½ oz. from United States Government.
30 May - 8 40 p.m.	- - - -	13 June - 7 30 a.m.	1,151	256	540	- - ditto.
30 May - - -	- - - -	No information given	1,305	450	-	
31 May - 4 10 p.m.	- - - -	9 June - 2 44 p.m.	1,216	650	110	
2 June - 11 40 a.m.	5 hrs. 5 mins. -	16 June - 9 0 p.m.	1,219	250	482	- 2 8
3 June - 4 45 p.m.	- - - -	19 June - 10 30 p.m.	1,067	300	523	
4 June - 4 30 p m.	- - - -	17 June - 10 48 p.m.	1,296	350	613	Ocean postage of 8 *d.* per ½ oz. from United States Government.
4 June - 4 30 p.m.	Wrecked on St. Paul's Island - -		1,888	450	324	820 - -
6 June - 3 45 p.m.	- - - -	23 June - 6 0 a.m.	1,128	165	427	
7 June - 4 35 p.m.	- - - -	16 June - 8 20 a.m.	2,358	1,000	171	
11 June - 4 10 p.m.	- - - -	21 June - 1 25 p.m.	1,679	550	709	Ocean postage of 8 *d.* per ½ oz. from United States Government.
11 June - 4 30 p.m.	15 hrs. 50 mins. -	23 June - 9 30 a.m.	1,488	400	271	820 - -
12 June - - -	- - - -	No information given	1,161	450	-	
13 June - 7 25 p.m.	- - - -	27 June - 11 15 p.m.	1,082	200	229	Ocean postage of 8 *d.* per ½ oz. from United States Government.
14 June - 3 55 p.m.	- - - -	24 June - 3 26 p.m.	1,001	698	78	
16 June - 11 52 a.m.	6 hrs. 26 mins. -	29 June - 10 18 a.m.	1,213	250	571	- 2 2
18 June - 1 0 p.m.	34 hrs. 30 mins. -	1 July - 8 0 p.m.	1,137	250	218	820 - -
18 June - 4 35 p.m.	- - - -	30 June - 1 20 p.m.	1,224	500	762	Ocean postage of 8 *d.* per ½ oz. from United States Government.
21 June - 4 15 p.m.	- - - -	1 July - 3 45 p.m.	1,539	550	82	
25 June - 3 50 p.m.	27 hrs. 27 mins. -	7 July - 8 50 a.m.	1,888	500	352	820 - -
25 June - 4 28 p.m.	- - - -	6 July - 11 34 a.m.	1,618	460	714	Ocean postage of 8 *d.* per ½ oz. from United States Government.
28 June - 12 12 a.m.	- - - -	11 July - 7 10 a.m.	1,169	300	641	- - ditto.
28 June - 4 17 p.m.	- - - -	7 July - 8 13 a.m.	1,214	816	66	
29 June - - -	- - - -	No information given	13,343	2,600	-	
30 June - 6 45 p.m.	1 hr. 50 mins. -	13 July - 12 45 p.m.	1,267	250	448	- 4 10
2 July - 2 40 p.m.	46 hrs. 50 mins. -	16 July - 7 20 a.m.	791	400	301	820 - -
2 July - 4 50 p.m.	- - - -	15 July - 3 5 p.m.	1,494	450	717	Ocean postage of 8 *d.* per ½ oz. from United States Government.
4 July - 5 45 p.m.	- - - -	18 July - 8 0 p.m.	1,128	165	454	
5 July - 4 5 p.m.	- - - -	14 July - 8 55 p.m.	2,079	900	121	
9 July - 4 0 p.m.	- - - -	21 July - 7 30 p.m.	1,117	360	471	
9 July - 5 0 p.m.	17 hrs. 35 mins. -	22 July - 8 0 a.m.	1,488	400	293	820 - -
9 July - 6 25 p.m.	- - - -	19 July - 2 45 p.m.	1,678	550	730	Ocean postage of 8 *d.* per ½ oz. from United States Government.
11 July - 3 5 p.m.	- - - -	23 July - 7 10 a.m.	1,151	256	195	- - ditto.
11 July - - -	- - - -	25 July - - -	1,685	300	74	
12 July - 4 13 p.m.	- - - -	20 July - 5 10 p.m.	1,216	650	91	
14 July - 6 10 p.m.	3 hrs. 30 mins. -	26 July - 8 10 p.m.	1,219	250	384	- 5 5
16 July - 12 30 p.m.	22 hrs. 10 mins. -	29 July - 6 0 a.m.	825	200	278	820 - -
16 July - 4 30 p.m.	12 hours - -	31 July - 5 0 a.m.	880	250	239	

VESSELS CLEARED FROM PORTS IN THE UNITED KINGDOM - - - - -

NAME of STEAMER.	OWNERS' NAMES.	Port of Departure from the United Kingdom.	Ports of Call (if any).	Port of Arrival in North America.
City of New York	Liverpool, New York, and Philadelphia Steam Ship Company.	Liverpool -	Queenstown -	New York -
United Kingdom	Anchor Line of American Steam Packet Ships - -	Glasgow -	- -	Quebec -
Scotia - -	British and North American Royal Mail Steam Packet Company.	Queenstown -	- -	New York -
Louisiana - -	National Steam Navigation Company - - - -	Liverpool -	Queenstown -	- ditto -
City of Manchester	Liverpool, New York, and Philadelphia Steam Ship Company.	- ditto -	- ditto -	- ditto -
City of Cork -	- - ditto - - - - - - - - -	- ditto -	- ditto -	- ditto -
Arabia - -	British and North American Royal Mail Steam Packet Company.	Queenstown -	- -	Halifax -
Hecla - -	- - ditto - - - - - - - - -	Liverpool -	Queenstown -	New York -
Bohemian - -	Montreal Ocean Steam Ship Company - - -	- ditto -	Moville -	Quebec -
Glasgow - -	Liverpool, New York, and Philadelphia Steam Ship Company.	- ditto -	Queenstown -	New York -
St. Andrew -	Montreal Ocean Steam Ship Company - - -	Glasgow -	St. John's, Newfoundland.	Quebec -
China - -	British and North American Royal Mail Steam Packet Company.	Queenstown -	- -	New York -
Virginia - -	National Steam Navigation Company - - - -	Liverpool -	Queenstown -	- ditto -
Hibernian - -	Montreal Ocean Steam Ship Company - - -	- ditto -	Moville -	Quebec -
City of Washington	Liverpool, New York, and Philadelphia Steam Ship Company.	- ditto -	Queenstown -	New York -
Kangaroo - -	- - ditto - - - - - - - - -	- ditto -	- ditto -	- ditto -
Asia - - -	British and North American Royal Mail Steam Packet Company.	Queenstown -	- -	Halifax -
Sidon - -	- - ditto - - - - - - - - -	Liverpool -	Queenstown -	New York -
Great Eastern -	Great Ship Company - - - - - - - -	- ditto -	- -	- ditto -
Saladin - -	Alfred Holt - - - - - - - -	- ditto -	St. John's, Newfoundland, and Sydney, Cape Breton.	- ditto -
North American -	Montreal Ocean Steam Ship Company - - -	- ditto -	Moville -	Quebec -
City of Baltimore	Liverpool, New York, and Philadelphia Steam Ship Company.	- ditto -	Queenstown -	New York -
George Olympius	George Gilbert, London - - - - - - -	- ditto -	- -	Quebec -
Regas Ferreos -	- - ditto - - - - - - - - -	- ditto -	- -	- ditto -
Persia - -	British and North American Royal Mail Steam Packet Company.	Queenstown -	- -	New York -
Hibernia - -	Atlantic Royal Mail Steam Navigation Company - -	Liverpool .	Galway -	St. John's, Newfoundland.
Shannon - -	C. R. Stock, Clifford's Inn, London - - - -	- ditto -	- -	New York -
Jura - - -	Montreal Ocean Steam Ship Company - - -	- ditto -	Moville -	Quebec -
City of London -	Liverpool, New York, and Philadelphia Steam Ship Company.	- ditto -	Queenstown -	New York -
City of Limerick	- - ditto - - - - - - - - -	- ditto -	- -	- ditto -
St. George -	Montreal Ocean Steam Ship Company - - -	Glasgow -	- -	Quebec -
Britannia - -	Anchor Line of American Steam Packet Ships - -	- ditto -	- -	- ditto -
Africa - -	British and North American Royal Mail Steam Packet Company.	Queenstown -	- -	Halifax -
Olympus - -	- - ditto - - - - - - - - -	Liverpool -	Queenstown -	New York -
Nova Scotian -	Montreal Ocean Steam Ship Company - - -	- ditto -	Moville -	Quebec -
City of New York	Liverpool, New York, and Philadelphia Steam Ship Company.	- ditto -	Queenstown -	New York -
Scotia - -	British and North American Royal Mail Steam Packet Company.	Queenstown -	- -	- ditto -
Adriatic - -	Atlantic Royal Mail Steam Navigation Company - -	Galway -	- -	- ditto -
Cella - -	Malcolmson, Brothers, Waterford - - - -	London -	Havre - -	- ditto -
City of Manchester	Liverpool, New York, and Philadelphia Steam Ship Company.	Liverpool -	Queenstown -	- ditto -
Damascus - -	Montreal Ocean Steam Ship Company - - -	- ditto -	Moville -	Quebec -
St. Patrick -	Bryce Allan, Liverpool - - - - - - -	- ditto -	- -	- ditto -
United Kingdom	Anchor Line of American Steam Packet Ships - -	Glasgow -	- -	- ditto -
Arabia - -	British and North American Royal Mail Steam Packet Company.	Queenstown -	- -	Halifax -
City of Cork -	Liverpool, New York, and Philadelphia Steam Ship Company.	Liverpool -	Queenstown -	New York -
Hecla - - -	British and North American Royal Mail Steam Packet Company.	- ditto -	- ditto -	- ditto -

\- - - - - - - TO PORTS IN NORTH AMERICA—*continued.*

Day and Hour of Departure from the United Kingdom.	Demurrage.	Day and Hour of Arrival in North America.	Registered Tonnage.	Horses-Power.	Number of Passengers for the Voyage.	Amounts received or earned for Ship Letters, or for any Imperial or Colonial Subsidies.
1863: H. M.		1863: H. M.				£. s. d.
16 July - 4 40 p.m.	- - - -	25 July - 3 35 p.m.	1,679	550	679	Ocean postage of 8 *d.* per ½ oz. from United States Government.
18 July - 5 40 p.m.	- - - -	3 Aug. - 4 0 p.m.	1,067	300	374	
19 July - 4 7 p.m.	- - - -	27 July - 9 0 p.m.	2,358	1,000	160	
21 July - - -	- - - -	7 Aug. - 4 45 p.m.	1,642	300	483½	
23 July - 4 44 p.m.	- - - -	4 Aug. - 10 35 a.m.	1,296	350	425	Ocean postage of 8 *d.* per ½ oz. from United States Government.
25 July - 4 0 p.m.	- - - -	6 Aug. - 8 0 a.m.	1,082	200	164	- - ditto.
26 July - 4 15 p.m.	- - - -	3 Aug. - 4 20 p.m.	1,359	900	81	
28 July - 5 15 p.m.	2 hrs. 40 mins. -	9 Aug. - 2 20 a.m.	1,213	250	521	- - 6
30 July - 11 30 a.m.	12 hrs. 35 mins. -	11 Aug. - 5 0 a.m.	1,488	400	265	820 - -
30 July - 6 10 p.m.	- - - -	12 Aug. - 6 55 a.m.	1,154	400	307	Ocean postage of 8 *d.* per ½ oz. from United States Government.
1 Aug. - 2 5 p.m.	17 hrs. 30 mins. -	18 Aug. - 1 0 a.m.	1,092	170	159	
2 Aug. - 4 24 p.m.	- - - -	11 Aug. - 3 48 p.m.	1,539	550	106	
4 Aug. - 3 20 p.m.	- - -	19 Aug. - 11 0 p.m.	2,418	350	791	
6 Aug. - 4 0 p.m.	14 hours - -	18 Aug. - 12 30 a.m.	1,888	500	291	820 - -
6 Aug. - 4 35 p.m.	- - - -	17 Aug. - 6 48 p.m.	1,618	460	435	Ocean postage of 8 *d.* per ½ oz. from United States Government.
8 Aug. - 10 45 p.m.	- - - -	21 Aug. - 2 30 p.m.	1,169	300	55	- - ditto.
9 Aug. - 4 20 p.m.	- - - -	18 Aug. - 2 0 p.m.	1,214	816	114	
11 Aug. - 5 40 p.m.	1 hr. 45 mins. -	24 Aug. - 9 20 a.m.	1,267	250	476	- 1 5
11 Aug. - - -	- - - -	No information given	13,343	2,600	-	
12 Aug. - 10 0 a.m.	- - - -	6 Sept. - 5 0 p.m.	347	60	1	
13 Aug. - 11 30 a.m.	- - - -	27 Aug. - 12 15 p.m.	1,137	250	237	820 - -
13 Aug. - 3 15 p.m.	- - - -	24 Aug. - 11 8 p.m.	1,224	500	434	Ocean postage of 8 *d.* per ½ oz. from United States Government.
15 Aug. - - -	- - - -	No information given	226	45	-	
15 Aug. - - -	- - - -	- - ditto - -	234	60	-	
16 Aug. - 4 13 p.m.	- - - -	26 Aug. - 9 5 a.m.	2,079	900	174	
18 Aug. - 2 30 p.m.	- - - -	30 Aug. - - -	1,569	800	196	1,435 - -
18 Aug. - - -	- - - -	No information given	1,161	450	-	
20 Aug. - 3 5 p.m.	26 hrs. 37 mins. -	2 Sept. - 6 50 a.m.	791	400	163	820 - -
20 Aug. - 4 23 p.m.	- - - -	31 Aug. - 5 40 p.m.	1,678	550	517	Ocean postage of 8*d.* per ½ oz. from United States Government.
22 Aug. - 1 23 p.m.	- - - -	5 Sept. - 11 58 a.m.	1,151	256	96	- - ditto.
22 Aug. - 2 33 p.m.	- - - -	5 Sept. - 5 0 a.m.	1,128	165	198	
22 Aug. - 2 45 p.m.	- - - -	2 Sept. - 11 45 p.m.	1,117	360	185	
23 Aug. - 4 15 p.m.	- - - -	1 Sept. - 12 noon -	1,216	650	119	
25 Aug. - 3 50 p.m.	2 hours - -	7 Sept. - 6 48 a.m.	1,219	250	567	- 4 4
27 Aug. - 10 20 a.m.	14 hrs. 15 mins. -	10 Sept. - 5 30 p.m.	1,488	400	291	820 - -
27 Aug. - 4 30 p.m.	- - - -	6 Sept. - 2 15 a.m.	1,679	550	631	Ocean postage of 8 *d.* per ½ oz. from United States Government.
30 Aug. - 4 5 p.m.	- - - -	8 Sept. - 1 5 p.m.	2,358	1,000	231	
1 Sept. - 2 30 p.m.	- - - -	11 Sept. - - -	1,737	1,400	718	1,447 10 -
1 Sept. - - -	- - - -	23 Sept. - - -	1,635	300	44	
3 Sept. - 2 40 p.m.	- - - -	15 Sept. - 6 50 p.m.	1,296	350	339	Ocean postage of 8 *d.* per ½ oz. from United States Government.
3 Sept. - 3 25 p.m.	22 hrs. 45 mins. -	18 Sept. - 6 15 a.m.	825	200	279	820 - -
5 Sept. - 4 10 p.m.	- - - -	24 Sept. - 11 30 a.m.	880	250	20	
5 Sept. - 4 20 p.m.	- - - -	24 Sept. - 3 0 p.m.	1,067	300	139	
6 Sept. - 4 10 p.m.	- - - -	15 Sept. - 7 24 a.m.	1,359	900	146	
7 Sept. - 2 15 p.m.	- - - -	19 Sept. - 3 10 p.m.	1,082	200	549	Ocean postage of 8 *d.* per ½ oz. from United States Government.
8 Sept. - 4 50 p.m.	3 hrs. 14 mins. -	21 Sept. - 7 30 a.m.	1,213	250	578	- 1 11

VESSELS CLEARED FROM PORTS IN THE UNITED KINGDOM - - - - - - -

NAME of STEAMER.	OWNERS' NAMES.	Port of Departure from the United Kingdom.	Ports of Call (if any).	Port of Arrival in North America.
Etna - - -	Liverpool, New York, and Philadelphia Steam Ship Company.	Liverpool -	Queenstown -	New York -
China - -	British and North American Royal Mail Steam Packet Company.	Queenstown -	- - -	- ditto -
Louisiana - -	National Steam Navigation Company - - - - -	Liverpool -	Queenstown -	- ditto -
Anglia - -	Atlantic Royal Mail Steam Navigation Company - -	Galway -	- -	Boston - -
St. Andrew -	Montreal Ocean Steam Ship Company - - -	Glasgow -	Liverpool and Queenstown.	Quebec -
Bohemian - -	- - ditto - - - - - - - - -	Liverpool -	Moville -	- ditto -
City of Washington.	Liverpool, New York, and Philadelphia Steam Ship Company.	- ditto -	Queenstown -	New York -
Europa - -	British and North American Royal Mail Steam Packet Company.	Queenstown -	- -	Halifax -
Glasgow - -	Montreal Ocean Steam Ship Company - - - -	Liverpool -	Queenstown -	New York -
Sidon - -	British and North American Royal Mail Steam Packet Company.	- ditto -	- ditto -	- ditto -
North American -	Montreal Ocean Steam Ship Company - - - -	- ditto -	Moville -	Quebec -
City of London -	Liverpool, New York, and Philadelphia Steam Ship Company.	- ditto -	Queenstown -	New York -
Bellona - -	Malcomson Brothers, Waterford - - - - - -	London -	Havre - -	- ditto -
Persia - -	British and North American Royal Mail Steam Packet Company.	Queenstown -	- -	- ditto -
Virginia - -	National Steam Navigation Company - - - - -	Liverpool -	Queenstown -	- ditto -
Columbia - -	Atlantic Royal Mail Steam Navigation Company - -	Galway -	- - -	New York -
Jura - - -	Montreal Ocean Steam Ship Company - - - -	Liverpool -	Moville -	Portland -
City of Baltimore	Liverpool, New York, and Philadelphia Steam Ship Company.	- ditto -	Queenstown -	New York -
Britannia - -	Anchor Line of American Steam Packet Ships - -	Glasgow -	- -	Quebec -
St. George - -	Montreal Ocean Steam Ship Company - - - - -	- ditto -	Queenstown -	- ditto -
Africa - -	British and North American Royal Mail Steam Packet Company.	Queenstown -	- -	St. John's, Newfoundland.
City of Limerick	Liverpool, New York, and Philadelphia Steam Ship Company.	Liverpool -	Queenstown -	New York -
Olympus - -	British and North American Royal Mail Steam Packet Company.	- ditto -	- ditto -	- ditto -
City of New York	Liverpool, New York, and Philadelphia Steam Ship Company.	- ditto -	- ditto -	- ditto -
Hibernian - -	Montreal Ocean Steam Ship Company - - - -	- ditto -	Moville -	Quebec -
Kangaroo - -	Liverpool, New York, and Philadelphia Steam Ship Company.	- ditto -	Queenstown -	New York -
Scotia - -	British and North American Royal Mail Steam Packet Company.	Queenstown -	- -	- ditto -
Hibernia - -	Atlantic Royal Mail Steam Navigation Company - -	Galway -	St. John's Newfoundland.	Boston - -
Damascus - -	Montreal Ocean Steam Ship Company - - - -	Liverpool -	Moville -	Quebec -
Etna - - -	Liverpool, New York, and Philadelphia Steam Ship Company.	- ditto -	Queenstown -	New York -
Canada - -	British and North American Royal Mail Steam Packet Company.	Queenstown -	- -	Halifax -
City of Cork -	Liverpool, New York, and Philadelphia Steam Ship Company.	Liverpool -	Queenstown -	New York -
Hecla - -	British and North American Royal Mail Steam Packet Company.	- ditto -	- ditto -	- ditto -
Nova Scotia -	Montreal Ocean Steam Ship Company - - - -	- ditto -	Moville -	Portland -
City of Washington.	Liverpool, New York, and Philadelphia Steam Ship Company.	- ditto -	Queenstown -	New York -
United Kingdom	Anchor Line of American Steam Packet Ships - -	Glasgow -	- -	Quebec -
China - -	British and North American Royal Mail Steam Packet Company.	Queenstown -	- - -	New York -
Adriatic - -	Atlantic Royal Mail Steam Navigation Company - -	Galway -	St. John's, Newfoundland.	- ditto -
Bohemian - -	Montreal Ocean Steam Ship Company - - - -	Liverpool -	Moville -	Quebec -
Edinburgh - -	Liverpool, New York, and Philadelphia Steam Ship Company.	- ditto -	Queenstown -	New York -
Asia - - -	British and North American Royal Mail Steam Packet Company.	Queenstown -	- - -	Halifax -
Glasgow - -	Liverpool, New York, and Philadelphia Steam Ship Company.	Liverpool -	Queenstown -	New York -

TO PORTS IN NORTH AMERICA—*continued.*

Day and Hour of Departure from the United Kingdom.	Demurrage.	Day and Hour of Arrival in North America.	Registered Tonnage.	Horses-Power.	Number of Passengers for the Voyage.	Amounts Received or Earned for Ship Letters, or for any Imperial or Colonial Subsidies.
1863: H. M.		1863: H. M.				£. s. d.
10 Sept. - 4 45 p.m.	- - - -	22 Sept. - 11 55 a.m.	1,494	450	499	Ocean postage of 8 *d.* per ½ oz. from United States Government.
13 Sept. - 4 5 p.m.	- - - -	23 Sept. - 9 35 a.m.	1,539	550	113	
14 Sept. - - -	- - - -	2 Oct. - - -	1,642	300	538	
15 Sept. - 2 30 p.m.	- - - -	26 Sept. - - -	1,659	1,000	429	1,335 - -
16 Sept. - 1 40 p.m.	5 days, 2 hrs., 30 mins.	11 Oct. - 6 30 p.m.	1,092	170	140	
17 Sept. - 2 20 p.m.	9 hrs. 25 mins. -	1 Oct. - 11 0 p.m.	1,488	400	209	820 - -
17 Sept. - 4 32 p.m.	- - - -	29 Sept. - 9 0 p.m.	1,618	460	694	Ocean postage of 8 *d.* per ½ oz. from United States Government.
20 Sept. - 7 5 p.m.	- - - -	1 Oct. - 7 38 a.m.	1,208	800	76	
21 Sept. - 3 45 p.m.	- - - -	4 Oct. - 11 30 a.m.	1,154	400	558	Ocean postage of 8 *d.* per ½ oz. from United States Government.
22 Sept. - 3 15 p.m.	4 hrs. 20 mins. -	5 Oct. - 4 35 p.m.	1,267	250	563	- 4 10
24 Sept. - 5 0 p.m.	9 hours - -	9 Oct. - 10 10 p.m.	1,137	250	167	820 - -
25 Sept. - 4 0 p.m.	- - - -	5 Oct. - 4 5 a.m.	1,678	550	653	Ocean postage of 8 *d.* per ½ oz. from United States Government.
26 Sept. - - -	- - - -	26 Oct. - - -	1,589	300	14	
27 Sept. - 4 23 p.m.	- - - -	7 Oct. - 10 0 a.m.	2,079	900	144	
29 Sept. - 12 30 p.m.	- - - -	14 Oct. - 9 35 a.m.	2,418	350	626	
29 Sept. - 2 35 p.m.	- - - -	12 Oct. - 11 50 p.m.	1,615	1,000	889	1,010 - -
1 Oct. - 2 10 p.m.	9 hrs. 15 mins. -	13 Oct. - 10 0 a.m.	791	400	212	820 - -
1 Oct. - 4 30 p.m.	- - - -	12 Oct. - 8 0 p.m.	1,224	500	575	Ocean postage of 8 *d.* per ½ oz. from United States Government.
3 Oct. - 2 30 p.m.	- - - -	17 Oct. - 10 0 p.m.	1,117	360	52	
3 Oct. - 6 30 p.m.	1 day 6 hrs. -	23 Oct. - 8 30 p.m.	1,128	165	204	
4 Oct. - 4 0 p.m.	Struck on Cape Race, 12th October.	- - - -	1,216	650	-	
5 Oct. - 1 0 p.m.	- - - -	21 Oct. - 7 52 a.m.	1,151	256	392	Ocean postage of 8 *d.* per ½ oz. from United States Government.
6 Oct. - 3 30 p.m.	2 hrs. 10 mins. -	22 Oct. - 3 30 a.m.	1,219	250	595	
8 Oct. - 4 30 p.m.	- - - -	19 Oct. - 2 10 p.m.	1,679	550	635	Ocean postage of 8 *d.* per ½ oz. from United States Government.
8 Oct. - 8 0 p.m.	9 hours - -	18 Oct. - 8 50 p.m.	1,888	500	301	820 - -
10 Oct. - 5 20 p.m.	- - - -	23 Oct. - 8 0 p.m.	1,169	300	418	Ocean postage of 8 *d.* per ½ oz. from United States Government.
11 Oct. - 4 10 p.m.	- - - -	21 Oct. - 3 52 a.m.	2,358	1,000	248	
13 Oct. - 2 30 p.m.	- - - -	23 Oct. - 10 0 p.m.	1,569	800	522½	1,500 - -
15 Oct. - 12 50 p.m.	9 hrs. 45 mins. -	28 Oct. - 11 30 a.m.	825	200	233	820 - -
15 Oct. - 5 50 p.m.	- - - -	26 Oct. - 8 50 p.m.	1,494	450	477	Ocean postage of 8 *d.* per ½ oz. from United States Government.
19 Oct. - 8 25 a.m.	- - - -	28 Oct. - 6 30 a.m.	1,001	698	109	
19 Oct. - 2 40 p.m.	- - - -	30 Oct. - 10 45 a.m.	1,082	200	368	Ocean postage of 8 *d.* per ½ oz. from United States Government.
20 Oct. - 2 42 p.m.	3 hrs. 57 mins. -	1 Nov. - 11 0 a.m.	1,213	250	583	- - 8
22 Oct. - 4 0 p.m.	21 hours - -	9 Nov. - 3 30 a.m.	1,488	400	259	820 - -
22 Oct. - 4 5 p.m.	- - - -	2 Nov. - 3 0 p.m.	1,618	460	527	Ocean postage of 8 *d.* per ½ oz. from United States Government.
23 Oct. - 11 30 p.m.	- - - -	13 Nov. - 2 0 a.m.	1,067	300	150	
25 Oct. - 4 25 p.m.	- - - -	4 Nov. - 8 25 a.m.	1,539	550	145	
27 Oct. - 2 30 p.m.	- - - -	10 Nov. - 2 0 p.m.	1,737	1,400	734	1,500 - -
29 Oct. - 1 20 p.m.	7 hrs. 20 min -	13 Nov. - 3 45 p.m.	1,488	400	111	820 - -
29 Oct. - 9 50 p.m.	- - - -	15 Nov. - 2 20 p.m.	1,494	450	466	Ocean postage of 8 *d.* per ½ oz. from United States Government.
1 Nov. - 7 50 p.m.	- - - -	13 Nov. - 12 42 a.m.	1,214	816	85	
2 Nov. - 1 50 p.m.	- - - -	17 Nov. - 9 40 a.m.	1,154	400	431	Ocean postage of 8 *d.* per ½ oz. from United States Government.

VESSELS CLEARED FROM PORTS IN THE UNITED KINGDOM - - - - - -

NAME of STEAMER.	OWNERS' NAMES.	Port of Departure from the United Kingdom.	Ports of Call (if any).	Port of Arrival in North America.
Sidon - -	British and North American Royal Mail Steam Packet Company.	Liverpool -	Queenstown -	New York -
North American -	Montreal Ocean Steam Ship Company - - - -	- ditto -	Moville -	Portland -
City of London -	Liverpool, New York, and Philadelphia Steam Ship Company.	- ditto -	Queenstown -	New York -
Cella - - -	Malcomson Brothers, Waterford - - - - -	London -	Havre - -	- ditto -
Persia - -	British and North American Royal Mail Steam Packet Company.	Queenstown -	- -	- ditto -
Louisiana - -	National Steam Navigation Company - - - -	Liverpool -	Queenstown -	- ditto -
City of Baltimore	Liverpool, New York, and Philadelphia Steam Ship Company.	- ditto -	- ditto -	- ditto -
St. Andrew -	Montreal Ocean Steam Ship Company - - - -	Glasgow -	Portland -	- ditto -
Britannia - -	Anchor Line of American Steam Packet Ships - -	- ditto -	- - -	- ditto -
City of Limerick	Liverpool, New York, and Philadelphia Steam Ship Company.	Queenstown -	- - -	- ditto -
Arabia - -	British and North American Royal Mail Steam Packet Company.	- ditto -	- -	- ditto -
Kedar - -	- - ditto - - - - - - - - - -	Liverpool -	Queenstown and Halifax.	- ditto -
City of New York	Liverpool, New York, and Philadelphia Steam Ship Company.	- ditto -	Queenstown -	- ditto -
Hibernian - -	Montreal Ocean Steam Ship Company - - - -	- ditto -	Moville -	Portland -
Scotia - -	British and North American Royal Mail Steam Packet Company.	Queenstown -	- -	New York -
Columbia - -	Atlantic Royal Mail Steam Navigation Company - -	Galway -	- -	- ditto -
Virginia - -	National Steam Navigation Company - - - -	Liverpool -	Queenstown -	- ditto -
Damascus - -	Montreal Ocean Steam Ship Company - - - -	- ditto -	Moville -	Portland -
Etna - - -	Liverpool, New York, and Philadelphia Steam Ship Company.	- ditto -	Queenstown -	New York -
Canada - -	British and North American Royal Mail Steam Packet Company.	Queenstown -	- -	Halifax -
City of Cork -	Liverpool, New York, and Philadelphia Steam Ship Company.	Liverpool -	Queenstown -	New York -
Hecla - -	British and North American Royal Mail Steam Packet Company.	- ditto -	- ditto -	- ditto -
City of Washington.	Liverpool, New York, and Philadelphia Steam Ship Company.	- ditto -	- ditto -	- ditto -
St. George - -	Montreal Ocean Steam Ship Company - - - -	Glasgow -	Portland and St. John's, Newfoundland.	- ditto -
Nova Scotian -	- - ditto - - - - - - - - -	Liverpool -	Moville -	Portland -
Australasian -	British and North American Royal Mail Steam Packet Company.	Queenstown -	- -	New York -
Hibernia - -	Atlantic Royal Mail Steam Navigation Company - -	Galway -	St. John's, Newfoundland.	Boston - -
Jura - - -	Montreal Ocean Steam Ship Company - - -	Liverpool -	Moville -	Portland -
Edinburgh - -	Liverpool, New York, and Philadelphia Steam Ship Company.	- ditto -	Queenstown -	New York -
Caledonia - -	Anchor Line of American Steam Packet Ships - -	Glasgow -	- -	Portland -
Asia - - -	British and North American Royal Mail Steam Packet Company.	Queenstown -	- -	Halifax -
Kangaroo - -	Liverpool, New York, and Philadelphia Steam Ship Company.	Liverpool -	Queenstown -	New York -
Olympus - -	British and North American Royal Mail Steam Packet Company.	- ditto -	- ditto -	- ditto -
North American -	Montreal Ocean Steam Ship Company - - - -	- ditto -	Moville -	Portland -
City of Manchester.	Liverpool, New York, and Philadelphia Steam Ship Company.	- ditto -	Queenstown -	New York -
Persia - -	British and North American Royal Mail Steam Packet Company.	Queenstown -	- -	- ditto -
Adriatic - -	Atlantic Royal Mail Steam Navigation Company - -	Galway -	St. John's, Newfoundland.	- ditto -
Bohemian - -	Montreal Ocean Steam Ship Company - - - -	Liverpool -	Moville -	Portland -
City of Baltimore	Liverpool, New York, and Philadelphia Steam Ship Company.	- ditto -	Queenstown -	New York -

- - - - - - TO PORTS IN NORTH AMERICA—*continued.*

Day and Hour of Departure from the United Kingdom.	Demurrage.	Day and Hour of Arrival in North America.	Registered Tonnage.	Horses-Power.	Number of Passengers for the Voyage.	Amounts Received or Earned for Ship Letters, or for any Imperial or Colonial Subsidies.
1863: H. M.		1863: H. M.				£. s. d.
3 Nov. - 3 15 p.m.	8 hrs. 35 mins. -	18 Nov. - 11 15 a.m.	1,267	250	492	- 4 7
5 Nov. - 3 30 p.m.	10 hours - -	19 Nov. - 5 30 p.m.	1,137	250	163	820 - -
5 Nov. - 5 0 p.m.	- - - -	16 Nov. - 7 0 p.m.	1,678	550	460	Ocean postage of 8 *d.* per ½ oz. from United States Government.
6 Nov. - - -	- - - -	2 Dec. - - -	1,685	300	17	
8 Nov. - 5 55 p.m.	- - - -	19 Nov. - 10 0 a.m.	2,079	900	129	
10 Nov. - - -	- - - -	30 Nov. - - -	1,642	300	427	
12 Nov. - 4 20 p.m.	- - - -	24 Nov. - 5 47 a.m.	1,224	500	595	Ocean postage of 8 *d.* per ½ oz. from United States Government.
13 Nov. - 12 30 p.m.	2 dys. 2 hrs. 5 mins.	12 Dec. - 3 0 a.m.	1,092	170	39	
14 Nov. - 3 0 p.m.	- - - -	1 Dec. - 2 0 p.m.	1,117	360	110	
14 Nov. - - -	- - - -	3 Dec. - 10 18 a.m.	1,151	256	270	Ocean postage of 8 *d.* per ½ oz. from United States Government.
15 Nov. - 4 7 p.m.	- - - -	25 Nov. - 7 50 p.m.	1,359	900	48	
17 Nov. - 2 10 p.m.	1 day 4 hours -	9 Dec. - 2 30 a.m.	1,212	250	345	- 2 2
19 Nov. - 4 0 p.m.	- - - -	30 Nov. - 11 50 p.m.	1,679	550	501	Ocean postage of 8 *d.* per ½ oz. from United States Government.
19 Nov. - 4 30 p.m.	7 hrs. 30 mins. -	3 Dec. - 12 0 p.m.	1,888	500	270	820 - -
22 Nov. - 10 50 p.m.	- - - -	4 Dec. - 1 55 a.m.	2,358	1,000	160	
24 Nov. - 2 30 p.m.	- - - -	11 Dec. - 10 0 p.m.	1,615	1,000	500	1,150 - -
24 Nov. - 5 0 p.m.	- - - -	12 Dec. - 11 0 a.m.	2,418	350	396	
26 Nov. - 11 30 a.m.	10 hours - -	13 Dec. - 2 0 a.m.	825	200	135	820 - -
26 Nov. - 3 34 p.m.	- - - -	10 Dec. - 7 35 a.m.	1,494	450	306	Ocean postage of 8 *d.* per ½ oz. from United States Government.
29 Nov. - 4 25 p.m.	- - - -	11 Dec. - 3 30 p.m.	1,001	698	48	
30 Nov. - 11 25 p.m.	- - - -	17 Dec. - 6 0 p.m.	1,082	200	155	Ocean postage of 8 *d.* per ½ oz. from United States Government.
1 Dec. - 2 0 p.m.	1 hr. 45. mins. -	20 Dec. - 10 0 a.m.	1,213	250	418	- 6 10
3 Dec. - 12 0 p.m.	- - - -	18 Dec. - 9 30 a.m.	1,618	460	406	Ocean postage of 8 *d.* per ½ oz. from United States Government.
3 Dec. - 2 30 p.m.	3 days - - -	29 Dec. - 4 0 p.m.	1,128	165	19	
4 Dec. - 1 35 p.m.	2 hrs. 25 mins. -	22 Dec. - 8 30 a.m.	1,488	400	84	820 - -
6 Dec. - 5 8 p.m.	- - - -	18 Dec. - 5 0 p.m.	1,512	700	69	
8 Dec. - 2 30 p.m.	- - - -	20 Dec. - - -	1,569	800	461	1,150 - -
10 Dec. - 11 25 a.m.	17 hrs. 15 mins. -	23 Dec. - 1 40 a.m.	791	400	112	820 - -
10 Dec. - 6 32 p.m.	- - - -	23 Dec. - 4 55 p.m.	1,494	450	352	Ocean postage of 8 *d.* per ½ oz. from United States Government.
12 Dec. - 4 30 p.m.	- - - -	26 Dec. - 2 15 p.m.	1,119	360	77	
13 Dec. - 4 20 p.m.	- - - -	23 Dec. - 1 50 a.m.	1,214	816	66	
13 Dec. - 11 20 p.m.	- - - -	26 Dec. - 11 30 a.m.	1,169	300	178	Ocean postage of 8 *d.* per ½ oz. from United States Government.
15 Dec. - 1 52 p.m.	3 hrs. 5 mins. -	27 Dec. - 12 0 p.m.	1,219	250	405	- - 5
17 Dec. - 3 45 p.m.	8 hours - -	30 Dec. - 9 10 p.m.	1,137	250	106	820 - -
17 Dec. - 10 18 p.m.	- - - -	29 Dec. - 6 0 p.m.	1,296	350	259	Ocean postage of 8 *d.* per ½ oz. from United States Government.
20 Dec. - 4 20 p.m.	- - - -	31 Dec. - 9 58 a.m.	2,079	900	85	
		1864:				
22 Dec. - 2 30 p.m.	- - - -	3 Jan. - 4 0 p.m.	1,737	1,400	324	1,500 - -
24 Dec. - 11 25 a.m.	18 hrs. 15 mins. -	9 Jan. - 5 20 a.m.	1,488	400	83	820 - -
24 Dec. - 4 5 p.m.	- - - -	7 Jan. - 3 30 p.m.	1,224	500	242	Ocean postage of 8 *d.* per ½ oz. from United States Government.

Vessels Cleared from Ports in the United Kingdom - - - - - - - - -

NAME of STEAMER.	OWNERS' NAMES.	Port of Departure from the United Kingdom.	Ports of Call (if any).	Port of Arrival in North America.
Bellona - -	Messrs. Malcomson Brothers, Waterford - - -	London -	Havre - -	New York -
Glasgow - -	Liverpool, New York, and Philadelphia Steam Ship Company.	Liverpool -	Queenstown -	- ditto -
United Kingdom	Anchor Line of American Steam Packet Ships - -	Glasgow -	- -	Portland -
Africa - -	British and North American Royal Mail Steam Packet Company.	Queenstown -	- -	Halifax -
Sidon - -	- - ditto - - - - - - - - -	Liverpool -	Queenstown -	New York -
Hibernian - -	Montreal Ocean Steam Ship Company - - -	- ditto -	Moville -	Portland -
City of London -	Liverpool, New York, and Philadelphia Steam Ship Company.	- ditto -	Queenstown -	New York -

VESSELS ENTERED AT PORTS IN THE - - - - -

NAME of STEAMER.	OWNERS' NAMES.	Port of Departure from North America.	Ports of Call (if any).	Port of Arrival in the United Kingdom.
Kangaroo - -	Liverpool, New York, and Philadelphia Steam Ship Company.	New York -	Queenstown -	Liverpool -
Arabia - -	British and North American Royal Mail Steam Packet Company.	Halifax -	- -	Queenstown -
St. Andrew -	Montreal Ocean Steam Ship Company - - -	New York -	- -	Liverpool -
Norwegian -	- - ditto - - - - - - - -	Portland -	Moville -	- ditto -
Edinburgh - -	Liverpool, New York, and Philadelphia Steam Ship Company.	New York -	Queenstown -	- ditto -
Etna - - -	- - ditto - - - - - - - - -	- ditto -	- ditto -	- ditto -
Bohemian - -	Montreal Ocean Steam Ship Company - - -	Portland -	Moville -	- ditto -
Europa - -	British and North American Royal Mail Steam Packet Company.	Halifax -	- -	Queenstown -
Great Eastern -	Great Ship Company - - - - - - - -	New York -	- -	Liverpool -
William Cory -	J. Galsworthy, Old Jewry, London - - - -	- ditto -	- -	London -
Glasgow - -	Liverpool, New York, and Philadelphia Steam Ship Company.	- ditto -	Queenstown -	Liverpool -
Anglo-Saxon -	Montreal Ocean Steam Ship Company - - -	Portland -	Moville -	- ditto -
Asia - - -	British and North American Royal Mail Steam Packet Company.	New York -	- -	Queenstown -
City of Washington	Liverpool, New York, and Philadelphia Steam Ship Company.	- ditto -	Queenstown -	Liverpool -
Nova Scotian -	Montreal Ocean Steam Ship Company - - -	Portland -	Moville -	- ditto -
Africa - -	British and North American Royal Mail Steam Packet Company.	Halifax -	- -	Queenstown -
Jura - - -	Montreal Ocean Steam Ship Company - - -	Portland -	Moville -	Liverpool -
City of Baltimore	Liverpool, New York, and Philadelphia Steam Ship Company.	New York -	Queenstown -	- ditto -
Damascus - -	Montreal Ocean Steam Ship Company - - -	- ditto -	St. John's, Newfoundland, and Queenstown.	- ditto -
Hibernian - -	- - ditto - - - - - - - - -	Portland -	Moville -	- ditto -
Kangaroo - -	Liverpool, New York, and Philadelphia Steam Ship Company.	New York -	Queenstown -	- ditto -
China - -	British and North American Royal Mail Steam Packet Company.	- ditto -	- -	Queenstown -
Arabia - -	- - ditto - - - - - - - - -	Halifax -	- -	- ditto -
Edinburgh - -	Liverpool, New York, and Philadelphia Steam Ship Company.	New York -	Queenstown -	Liverpool -
St. George -	Montreal Ocean Steam Ship Company - - -	- ditto -	- -	- ditto -
United Kingdom	Anchor Line of American Steam Packet Ships - -	- ditto -	- -	- ditto -
Norwegian -	Montreal Ocean Steam Ship Company - - -	Portland -	Moville -	- ditto -
Australasian -	British and North American Royal Mail Steam Packet Company.	New York -	- -	Queenstown -
City of Manchester	Liverpool, New York, and Philadelphia Steam Ship Company.	- ditto -	Queenstown -	Liverpool -

- - - - - - - TO PORTS IN NORTH AMERICA—*continued.*

Day and Hour of Departure from the United Kingdom.	Demurrage.	Day and Hour of Arrival in North America.	Registered Tonnage.	Horses-Power.	Number of Passengers for the Voyage.	Amounts Received or Earned for Ship Letters, or for any Imperial or Colonial Subsidies.
1863: H. M.		1864: H. M.				£. s. d.
24 Dec. - - -	- - - -	2 Feb. - - -	1,589	300	22	
26 Dec. - 9 28 p.m.	- - - -	14 Jan. - 10 15 a.m.	1,154	400	–	Ocean postage of 8 *d.* per ½ oz. from United States Government.
27 Dec. - 9 30 a.m.	- - - -	18 Jan. - 5 0 p.m.	1,067	300	64	
27 Dec. - 4 0 p.m.	- - - -	7 Jan. - 7 15 p.m.	1,216	650	35	
29 Dec. - 12 50 p.m.	2 hrs. 50 mins. -	15 Jan. - 10 0 a.m.	1,267	250	202	- - 11 9
31 Dec. - 3 0 p.m.	12 hrs. 10 mins. -	14 Jan. - 3 45 a.m.	1,888	500	118	820 - -
31 Dec. - 4 35 p.m.	- - - -	14 Jan. - 12 30 p.m.	1,678	550	252	Ocean postage of 8 *d.* per ½ oz. from United States Government.

- - - - - - UNITED KINGDOM FROM PORTS IN NORTH AMERICA.

Day and Hour of Departure from North America.	Demurrage.	Day and Hour of Arrival in the United Kingdom.	Registered Tonnage.	Horses-Power.	Number of Passengers for the Voyage.	Amounts Received or Earned for Ship Letters, or for any Imperial or Colonial Subsidies.
1862: H. M.		1863: H. M.				£. s. d.
20 Dec. - 12 35 p.m.	- - - -	1 Jan. - 2 25 a.m. at Queenstown	1,169	300	69	
26 Dec. - 11 0 a.m.	- - - -	3 Jan. - 10 45 a.m.	1,359	900	46	
21 Dec. - 7 20 p.m.	- - - -	4 Jan. - 8 55 a.m.	1,092	170	10	
27 Dec. - 4 0 p.m.	1 hour - -	7 Jan. - 4 0 a.m.	1,888	450	39	820 - -
27 Dec. - 12 12 p.m.	- - - -	7 Jan. - 10 17 a.m.	1,494	450	63	Ocean postage of 8 *d.* per ½ oz. from United States Government.
1863:						
3 Jan. - 12 35 p.m.	- - - -	13 Jan. - 4 40 p.m.	1,494	450	87	
3 Jan. - 4 0 p.m.	25 hours - -	16 Jan. - 1 30 a.m.	1,488	400	26	820 - -
9 Jan. - 1 46 a.m.	- - - -	17 Jan. - 3 12 p.m.	1,208	800	71	
No information given	- - - -	17 Jan. - - -	13,343	2,600	–	
- ditto - - -	- - - -	20 Jan. - - -	918	120	–	
10 Jan. - 12 43 p.m.	- - - -	23 Jan. - 3 10 p.m.	1,154	400	68	
11 Jan. - 6 0 a.m.	22 hrs. 30 mins. -	24 Jan. - 11 0 a.m.	1,165	250	48	820 - -
16 Jan. - 11 55 a.m.	- - - -	28 Jan. - 6 50 a.m.	1,214	816	52	
17 Jan. - 3 5 p.m.	- - - -	28 Jan. - 11 0 p.m. at Queenstown	1,618	460	89	Ocean postage of 8 *d.* per ½ oz. from United States Government.
17 Jan. - 10 25 a.m.	- - - -	31 Jan. - 2 40 a.m.	1,488	400	28	820 - -
23 Jan. - 9 15 a.m.	- - - -	2 Feb. - 8 27 a.m.	1,216	650	33	
25 Jan. - 1 0 a.m.	went slow through ice	3 Feb. - 9 20 p.m.	791	400	35	820 - -
24 Jan. - 12 15 p.m.	- - - -	4 Feb. - 7 5 a.m.	1,224	500	72	
23 Jan. - 1 0 p.m.	21 hrs. 30 mins. -	8 Feb. - 5 30 a.m.	825	200	–	820 - -
31 Jan. - 8 0 p.m.	6 hrs. 10 mins. -	11 Feb. - 1 10 p.m.	1,888	500	32	820 - -
31 Jan. - 12 25 p.m.	- - - -	12 Feb. - 11 0 a.m.	1,169	300	75	Ocean postage of 8 *d.* per ½ oz. from United States Government.
29 Jan. - 11 0 a.m.	- - - -	12 Feb. - 4 30 p.m.	1,539	550	54	
6 Feb. - 7 25 a.m.	- - - -	15 Feb. - 5 9 p.m.	1,359	900	51	
7 Feb. - 12 15 p.m.	- - - -	18 Feb. - 11 0 p.m.	1,494	450	79	Ocean postage of 8 *d.* per ½ oz. from United States Government.
2 Feb. - 11 30 a.m.	15 hours - -	19 Feb. - 4 30 p.m.	1,128	165	7	
30 Jan. - 1 0 p.m.	- - - -	20 Feb. - 10 0 a.m.	1,067	300	5	
9 Feb. - 5 45 a.m.	2 hours - -	21 Feb. - 9 45 a.m.	1,888	450	40	820 - -
11 Feb. - 11 50 a.m.	- - - -	21 Feb. - 11 45 a.m.	1,512	700	23	
14 Feb. - 12 40 p.m.	- - - -	25 Feb. - 1 10 a.m.	1,296	350	95	

VESSELS ENTERED AT PORTS IN THE UNITED KINGDOM - - - - - -

NAME of STEAMER.	OWNERS' NAMES.	Port of Departure from North America.	Ports of Call (if any).	Port of Arrival in the United Kingdom.
Bohemian	Montreal Ocean Steam Ship Company	Portland	Moville	Liverpool
Europa	British and North American Royal Mail Steam Packet Company.	Halifax	-	Queenstown
Etna	Liverpool, New York, and Philadelphia Steam Ship Company.	New York	Queenstown	Liverpool
North American	Montreal Ocean Steam Ship Company	Portland	Moville	ditto
Asia	British and North American Royal Mail Steam Packet Company.	New York	-	Queenstown
City of Washington	Liverpool, New York, and Philadelphia Steam Ship Company.	ditto	Queenstown	Liverpool
Nova Scotian	Montreal Ocean Steam Ship Company	Portland	Moville	ditto
Canada	British and North American Royal Mail Steam Packet Company.	Halifax	-	Queenstown
Jura	Montreal Ocean Steam Ship Company	Portland	Moville	Liverpool
Glasgow	Liverpool, New York, and Philadelphia Steam Ship Company.	New York	Queenstown	ditto
Damascus	Montreal Ocean Steam Ship Company	ditto	-	ditto
Africa	British and North American Royal Mail Steam Packet Company.	ditto	-	Queenstown
City of New York	Liverpool, New York, and Philadelphia Steam Ship Company.	ditto	Queenstown	Liverpool
Hibernian	Montreal Ocean Steam Ship Company	Portland	Moville	ditto
Kedar	British and North American Royal Mail Steam Packet Company.	New York	-	ditto
St. Andrew	Montreal Ocean Steam Ship Company	ditto	-	ditto
Arabia	British and North American Royal Mail Steam Packet Company.	Halifax	-	Queenstown
Kangaroo	Liverpool, New York, and Philadelphia Steam Ship Company.	New York	-	Liverpool
City of Baltimore	ditto	ditto	Queenstown	ditto
Anglo-Saxon	Montreal Ocean Steam Ship Company	Portland	Moville	ditto
Australasian	British and North American Royal Mail Steam Packet Company.	New York	-	Queenstown
Khersonese	G. Duncan, Esq., London	ditto	-	Liverpool
Edinburgh	Liverpool, New York, and Philadelphia Steam Ship Company.	ditto	Queenstown	ditto
Norwegian	Montreal Ocean Steam Ship Company	Portland	Moville	ditto
City of Manchester	Liverpool, New York, and Philadelphia Steam Ship Company.	New York	-	ditto
Europa	British and North American Royal Mail Steam Packet Company.	Halifax	-	Queenstown
Etna	Liverpool, New York, and Philadelphia Steam Ship Company.	New York	Queenstown	Liverpool
Bohemian	Montreal Ocean Steam Ship Company	Portland	Moville	ditto
Asia	British and North American Royal Mail Steam Packet Company.	New York	-	Queenstown
St. George	Montreal Ocean Steam Ship Company	ditto	-	Liverpool
City of Washington	Liverpool, New York, and Philadelphia Steam Ship Company.	ditto	Queenstown	ditto
City of Cork	ditto	ditto	-	ditto
Nova Scotian	Montreal Ocean Steam Ship Company	Portland	Moville	ditto
Canada	British and North American Royal Mail Steam Packet Company.	Halifax	-	Queenstown
City of New York	Liverpool, New York, and Philadelphia Steam Ship Company.	New York	Queenstown	Liverpool
North American	Montreal Ocean Steam Ship Company	Portland	Moville	ditto
Africa	British and North American Royal Mail Steam Packet Company.	Halifax	-	Queenstown
Isis	W. M. Moss, Liverpool	New York	-	Liverpool
City of Baltimore	Liverpool, New York, and Philadelphia Steam Ship Company.	ditto	Queenstown	ditto
Shannon	C. R. Stock, Clifford's Inn, London	ditto	-	ditto
Hibernian	Montreal Ocean Steam Ship Company	Portland	Moville	ditto
Louisiana	National Steam Navigation Company	New York	Queenstown	ditto
British Queen	British and North American Royal Mail Steam Packet Company.	ditto	-	ditto
Damascus	Montreal Ocean Steam Ship Company	ditto	-	ditto
Arabia	British and North American Royal Mail Steam Packet Company.	Halifax	-	Queenstown

\- - - - - - - FROM PORTS IN NORTH AMERICA—*continued.*

Day and Hour of Departure from North America.	Demurrage.	Day and Hour of Arrival in the United Kingdom.	Registered Tonnage.	Horses-Power.	Number of Passengers for the Voyage.	Amounts Received or Earned for Ship Letters, or for any Imperial or Colonial Subsidies.
1863: H. M.		1863: H. M.				£. s. d.
14 Feb. - 12 0 p.m.	1 hour - -	26 Feb. - 1 0 a.m.	1,488	400	21	820 - -
20 Feb. - 7 35 p.m.	- - - -	3 Mar. - 4 25 p.m.	1,208	800	71	
21 Feb. - 12 40 p.m.	- - - -	4 Mar. - 10 15 p.m.	1,494	450	92	Ocean postage of 8 *d.* per ½ oz. from United States Government.
22 Feb. - 3 30 a.m.	2 hrs. 30 mins. -	7 Mar. - 2 20 a.m.	1,137	250	24	820 - -
25 Feb. - 12 15 p.m.	- - - -	8 Mar. - 6 20 p.m.	1,214	816	67	
28 Feb. - 6 0 p.m.	- - - -	11 Mar. - 7 15 a.m.	1,618	460	73	Ocean postage of 8 *d.* per ½ oz. from United States Government.
28 Feb. - 10 20 a.m.	1 hour - -	14 Mar. - 10 0 p.m.	1,488	400	27	820 - -
6 Mar. - 7 2 a.m.	- - - -	15 Mar. - 2 30 p.m.	1,001	698	45	
8 Mar. - 10 25 a.m.	7 hours - -	19 Mar. - 9 0 p.m.	791	400	26	820 - -
7 Mar. - 1 0 p.m.	- - - -	20 Mar. - 4 27 a.m.	1,154	400	101	Ocean postage of 8 *d.* per ½ oz. from United States Government.
8 Mar. - 8 40 a.m.	- - - -	21 Mar. - 10 20 a.m.	825	200	-	
11 Mar. - 11 45 a.m.	- - - -	22 Mar. - 12 15 a.m.	1,216	650	40	
14 Mar. - 12 20 p.m.	- - - -	24 Mar. - 8 52 a.m.	1,679	550	126	Ocean postage of 8 *d.* per ½ oz. from United States Government.
15 Mar. - 6 30 a.m.	1 hr. 30 mins. -	26 Mar. - 3 30 a.m.	1,888	500	16	820 - -
13 Mar. - 1 30 p.m.	- - - -	26 Mar. - 8 0 a.m.	1,212	250	-	- 8 4½
12 Mar. - 12 40 p.m.	- - - -	27 Mar. - 1 30 p.m.	1,092	170	3	
20 Mar. - 2 20 a.m.	- - - -	28 Mar. - 9 10 a.m.	1,359	900	26	
18 Mar. - 12 35 p.m.	- - - -	31 Mar. - 4 55 p.m.	1,169	300	-	Ocean postage of 8 *d.* per ½ oz. from United States Government.
21 Mar. - 12 40 p.m.	- - - -	1 April - 1 0 a.m.	1,224	500	120	- - ditto.
22 Mar. - 10 0 a.m.	1 hr. 28 mins. -	2 April - 11 0 p.m.	1,165	250	40	820 - -
26 Mar. - 11 40 a.m.	- - - -	4 April - 3 50 p.m.	1,512	700	50	
21 Mar. - - -	- - - -	6 April - - -	1,273	200	-	
28 Mar. - 12 30 p.m.	- - - -	8 April - 3 30 p.m.	1,494	450	173	Ocean postage of 8 *d.* per ½ oz. from United States Government.
29 Mar. - 4 0 a.m.	9 hrs. 15 mins. -	9 April - 8 30 a.m.	1,888	450	27	820 - -
28 Mar. - 11 45 a.m.	- - - -	9 April - 5 14 p.m.	1,296	350	-	Ocean postage of 8 *d.* per ½ oz. from United States Government.
3 April - 1 30 a.m.	- - - -	12 April - 3 57 p.m.	1,208	800	65	
4 April - 12 15 p.m.	- - - -	15 April - 7 5 p.m.	1,494	450	87	Ocean postage of 8 *d.* per ½ oz. from United States Government.
5 April - 9 40 a.m.	1 hr. 25 mins. -	18 April - 2 10 a.m.	1,488	400	38	820 - -
8 April - 10 30 a.m.	- - - -	18 April - 7 40 p.m.	1,214	816	74	
5 April - 6 20 a.m.	- - - -	20 April - 10 30 p.m.	1,128	165	4	
11 April - 12 40 p.m.	- - - -	23 April - 2 30 a.m.	1,618	460	191	Ocean postage of 8 *d.* per ½ oz. from United States Government.
21 Mar. - 3 38 p.m.	- - - -	23 April - 12 48 p.m.	1,082	200	-	- - ditto.
12 April - 3 0 a.m.	50 minutes -	25 April - 5 10 a.m.	1,488	400	56	820 - -
17 April - 4 35 a.m.	- - - -	25 April - 10 35 p.m.	1,001	698	54	
18 April - 4 20 p.m.	- - - -	29 April - 7 50 a.m.	1,679	550	141	Ocean postage of 8 *d.* per ½ oz. from United States Government.
19 April - 9 15 a.m.	1 hour - -	1 May - 3 30 p.m.	1,137	250	27	820 - -
22 April - 10 10 a.m.	- - - -	3 May - 1 40 a.m.	1,216	650	83	
18 April - - -	- - - -	4 May - - -	1,436	250	16	
28 April - 12 40 p.m.	- - - -	5 May - 4 15 p.m.	1,224	500	106	Ocean postage of 8 *d.* per ½ oz. from United States Government.
No information given	- - - -	5 May - - -	1,161	450	-	
25 April - 6 55 p.m.	13 hrs. 5 mins. -	6 May - 1 0 p.m.	1,888	500	65	820 - -
No information given	- - - -	8 May - - -	1,642	300	-	
23 April - 3 55 p.m.	- - - -	8 May - 12 40 p.m.	565	180	-	
26 April - 6 0 a.m.	- - - -	9 May - 4 0 a.m.	825	200	-	
1 May - 5 35 a.m.	- - - -	9 May - 7 10 a.m.	1,359	900	74	

VESSELS ENTERED AT PORTS IN THE UNITED KINGDOM - - - - - -

NAME of STEAMER.	OWNERS' NAMES.	Port of Departure from North America.	Ports of Call (if any).	Port of Arrival in the United Kingdom.
Kangaroo	Liverpool, New York, and Philadelphia Steam Ship Company.	New York		Liverpool
Edinburgh	ditto	ditto	Queenstown	ditto
Agia Sophia	G. M. Papayanni, Liverpool	ditto		ditto
Jura	Montreal Ocean Steam Ship Company	Portland	St. John's, Newfoundland, and Moville.	ditto
Persia	British and North American Royal Mail Steam Packet Company.	New York		Queenstown
City of Manchester	Liverpool, New York, and Philadelphia, Steam Ship Company.	ditto	Queenstown	Liverpool
Glasgow	ditto	ditto		ditto
Europa	British and North American Royal Mail Steam Packet Company.	Halifax		Queenstown
United Kingdom	Anchor Line of American Steam Packet Company	Quebec		Glasgow
Norwegian	Montreal Ocean Steam Ship Company	ditto	Moville	Liverpool
St. Andrew	ditto	Portland	ditto	ditto
City of Washington	Liverpool, New York, and Philadelphia Steam Ship Company.	New York	Queenstown	ditto
Australasian	British and North American Royal Mail Steam Packet Company.	ditto		Queenstown
City of New York	Liverpool, New York, and Philadelphia Steam Ship Company.	ditto	Queenstown	Liverpool
City of Cork	ditto	ditto		ditto
Bohemian	Montreal Ocean Steam Ship Company	Quebec	Moville	ditto
America	British and North American Royal Mail Steam Packet Company.	Halifax		Queenstown
City of Baltimore	Liverpool, New York, and Philadelphia Steam Ship Company.	New York	Queenstown	Liverpool
North American	Montreal Ocean Steam Ship Company	Quebec	Moville	ditto
China	British and North American Royal Mail Steam Packet Company.	New York		Queenstown
Kangaroo	Liverpool, New York, and Philadelphia Steam Ship Company.	ditto	Queenstown	Liverpool
Etna	ditto	ditto	ditto	ditto
Hibernian	Montreal Ocean Steam Ship Company	Quebec	Moville	ditto
Great Eastern	Great Ship Company	New York		ditto
Asia	British and North American Royal Mail Steam Packet Company.	Halifax		Queenstown
St. George	Montreal Ocean Steam Ship Company	Quebec		Glasgow
Sidon	British and North American Royal Mail Steam Packet Company.	New York	Queenstown	Liverpool
Jura	Montreal Ocean Steam Ship Company	Quebec	Moville	ditto
Edinburgh	Liverpool, New York, and Philadelphia Steam Ship Company.	New York	Queenstown	ditto
Persia	British and North American Royal Mail Steam Packet Company.	ditto		Queenstown
Nova Scotian	Montreal Ocean Steam Ship Company	Quebec	Moville	Liverpool
Glasgow	Liverpool, New York, and Philadelphia Steam Ship Company.	New York	Queenstown	ditto
Africa	British and North American Royal Mail Steam Packet Company.	Halifax		Queenstown
City of Limerick	Liverpool, New York, and Philadelphia Steam Ship Company.	New York		Liverpool
St. Patrick	Bryce Allan, Liverpool	Quebec	St. John's, Newfoundland, and Moville.	Glasgow
City of New York	Liverpool, New York, and Philadelphia Steam Ship Company.	New York	Queenstown	Liverpool
Olympus	British and North American Royal Mail Steam Packet Company.	ditto		ditto
Sheldrake	West Hartlepool Steam Navigation Company	ditto	Queenstown	ditto
Louisiana	The National Steam Navigation Company	ditto	ditto	ditto
Scotia	British and North American Royal Mail Steam Packet Company.	ditto		Queenstown
United Kingdom	The Anchor Line of American Steam Packet Ships	Quebec		Glasgow
St. Andrew	Montreal Ocean Steam Ship Company	ditto	Moville	ditto
City of Cork	Liverpool, New York, and Philadelphia Steam Ship Company.	New York	Queenstown	Liverpool

FROM PORTS IN NORTH AMERICA—*continued.*

Day and Hour of Departure from North America.	Demurrage.	Day and Hour of Arrival in the United Kingdom.	Registered Tonnage.	Horses-Power.	Number of Passengers for the Voyage.	Amounts Received or Earned for Ship Letters, or for any Imperial or Colonial Subsidies.
1863: H. M.		1863: H. M.				£. s. d.
25 April - 6 18 a.m.	- - - -	9 May - 3 23 p.m.	1,169	300	–	Ocean postage of 8 *d.* per ½ oz. from United States Government.
2 May - 12 10 p.m.	- - - -	13 May - 3 10 p.m.	1,494	450	154	- - ditto.
29 April - 2 40 p.m.	- - - -	13 May - 7 40 p.m.	977	200	58	
2 May - 4 10 p.m.	25 hrs. 25 mins. -	14 May - 3 30 a.m.	791	400	52	820 – –
6 May - 9 32 a.m.	- - - -	16 May - 2 28 a.m.	2,079	900	229	
9 May - 12 10 p.m.	- - - -	22 May - 7 30 p.m.	1,296	350	156	Ocean postage of 8 *d.* per ½ oz. from United States Government.
7 May - 7 25 a.m.	- - - -	23 May - 12 10 a.m.	1,154	400	–	- - ditto.
15 May - 8 32 a.m.	- - - -	25 May - 4 58 a.m.	1,208	800	80	
12 May - 1 30 p.m.	- - - -	28 May - 10 0 a.m.	1,067	300	5	
16 May - 9 45 a.m.	25 hours - -	28 May - 1 10 p.m.	1,888	450	79	820 – –
11 May - 5 0 a.m.	- - - -	28 May - 6 0 p.m.	1,092	170	46	820 – –
16 May - 12 50 p.m.	- - - -	29 May - 2 45 a.m.	1,618	460	164	Ocean postage of 8 *d.* per ½ oz. from United States Government.
20 May - 9 10 a.m.	- - - -	29 May - 5 20 p.m.	1,512	700	143	
23 May - 12 15 p.m.	- - - -	2 June - 7 40 a.m.	1,679	550	289	Ocean postage of 8 *d.* per ½ oz. from United States Government.
20 May - 6 20 p.m.	- - - -	2 June - 1 57 p.m.	1,082	200	–	- - ditto.
23 May - 10 0 a.m.	1 hr. 30 mins. -	3 June - 1 0 p.m.	1,488	400	74	820 – –
29 May - 7 30 a.m.	- - - -	7 June - 12 15 a.m.	984	600	98	
30 May - 12 30 p.m.	- - - -	10 June - 12 22 a.m.	1,224	500	218	Ocean postage of 8 *d.* per ½ oz. from United States Government.
30 May - 12 30 p.m.	12 hours - -	11 June - 11 30 a.m.	1,137	250	225	820 – –
3 June - 3 25 p.m.	- - - -	12 June - 5 40 p.m.	1,539	550	119	
3 June - 4 10 p.m.	- - - -	16 June - 4 15 p.m.	1,169	300	5	Ocean postage of 8 *d.* per ½ oz. from United States Government.
6 June - 12 10 p.m.	- - - -	16 June - 5 50 p.m.	1,494	450	207	- - ditto.
6 June - 9 45 a.m.	25 hrs. 15 mins. -	18 June - 1 0 p.m.	1,188	500	79	820 – –
No information given	- - - -	18 June - - -	13,343	2,600	–	
11 June - 10 30 p.m.	- - - -	20 June - 9 55 a.m.	1,214	816	117	
6 June - 9 0 a.m.	- - - -	20 June - 7 0 p.m.	1,128	165	50	
10 June - 12 10 p.m.	30 minutes - -	23 June - 2 25 p.m.	1,267	250	37	– 9 6
13 June - 9 55 a.m.	2 hrs. 35 mins. -	24 June - 1 50 a.m.	791	400	86	820 – –
13 June - 12 35 p.m.	- - - -	24 June - 5 55 p.m.	1,494	450	200	Ocean postage of 8 *d.* per ½ oz. from United States Government.
17 June - 4 20 p.m.	- - - -	29 June - 1 25 a.m.	2,079	900	200	
20 June - 10 0 a.m.	2 hrs. 30 mins. -	2 July - 6 30 p.m.	1,488	400	193	820 – –
20 June - 12 30 p.m.	- - - -	3 July - 2 40 p.m.	1,154	400	161	Ocean postage of 8 *d.* per ½ oz. from United States Government.
26 June - 3 30 a.m.	- - - -	4 July - 7 30 a.m.	1,216	650	179	
20 June - 12 35 p.m.	- - - -	4 July - 1 8 p.m.	1,151	256	1	Ocean postage of 8 *d.* per ½ oz. from United States Government.
19 June - 4 0 a.m.	6 hours - -	5 July - 6 30 a.m.	880	250	41	
27 June - 7 0 p.m.	- - - -	7 July - 7 15 a.m.	1,679	550	176	Ocean postage of 8 *d.* per ½ oz. from United States Government.
24 June - 12 50 p.m.	- - - -	7 July - 6 30 p.m.	1,219	250	27	– 5 7½
18 June - 4 10 p.m.	- - - -	9 July - 5 0 a.m.	580	100	–	
No information given	- - - -	9 July - - -	1,642	300	–	
1 July - 4 15 p.m.	- - - -	10 July - 12 noon	2,358	1,000	200	
27 June - 9 30 p.m.	- - - -	11 July - 10 40 a.m.	1,067	300	37	
27 June - 11 0 a.m.	- - - -	12 July - 6 0 p.m.	1,092	170	65	820 – –
2 July - 10 40 a.m.	- - - -	16 July - 5 45 a.m.	1,082	200	60	Ocean postage of 8 *d.* per ½ oz. from United States Government.

Vessels Entered at Ports in the United Kingdom - - - - -

NAME of STEAMER.	OWNERS' NAMES.	Port of Departure from North America.	Ports of Call (if any).	Port of Arrival in the United Kingdom.
City of Manchester	Liverpool, New York, and Philadelphia Steam Ship Company.	New York	Queenstown	Liverpool
Bohemian	Montreal Ocean Steam Ship Company	Quebec	Moville	ditto
Canada	British and North American Royal Mail Steam Packet Company.	Halifax	-	Queenstown
Hecla	ditto	New York	Queenstown	Liverpool
Melbourne	F. Sewell, Leadenhall-street, London	ditto	-	London
City of Baltimore	Liverpool, New York, and Philadelphia Steam Ship Company.	ditto	Queenstown	Liverpool
North American	Montreal Ocean Steam Ship Company	Quebec	Moville	ditto
China	British and North American Royal Mail Steam Packet Company.	New York	-	Queenstown
Mersey	C. R. Stock, Clifford's Inn, London	ditto	-	Liverpool
Shannon	ditto	ditto	-	ditto
City of Washington	Liverpool, New York, and Philadelphia Steam Ship Company.	ditto	Queenstown	ditto
Hibernian	Montreal Ocean Steam Ship Company	Quebec	Moville	ditto
Kangaroo	Liverpool, New York, and Philadelphia Steam Ship Company.	New York	Queenstown	ditto
Asia	British and North American Royal Mail Steam Packet Company.	Halifax	-	Queenstown
Great Eastern	The Great Ship Company	New York	-	London
Sidon	British and North American Royal Mail Steam Packet Company.	ditto	-	Liverpool
Edinburgh	Liverpool, New York, and Philadelphia Steam Ship Company.	ditto	Queenstown	ditto
Jura	Montreal Ocean Steam Ship Company	Quebec	Moville	ditto
Persia	British and North American Royal Mail Steam Packet Company.	New York	-	Queenstown
City of Limerick	Liverpool, New York, and Philadelphia Steam Ship Company.	ditto	Queenstown	Liverpool
City of London	ditto	ditto	ditto	ditto
St. George	Montreal Ocean Steam Ship Company	Quebec	-	Glasgow
Britannia	The Anchor Line of American Steam Packet Ships	ditto	-	ditto
Nova Scotian	Montreal Ocean Steam Ship Company	ditto	Moville	Liverpool
Africa	British and North American Royal Mail Steam Packet Company.	Halifax	-	Queenstown
Olympus	ditto	New York	-	Liverpool
City of New York	Liverpool, New York, and Philadelphia Steam Ship Company.	ditto	Queenstown	ditto
Damascus	Montreal Ocean Steam Ship Company	Quebec	Moville	ditto
Scotia	British and North American Royal Mail Steam Packet Company.	New York	-	Queenstown
St. Patrick	Bryce Allan, Liverpool	Quebec	St. John's, Newfoundland, and Moville.	Glasgow
City of Cork	Liverpool, New York, and Philadelphia Steam Ship Company.	New York	Queenstown	Liverpool
Cella	Messrs. Malcomson, Brothers, Waterford	ditto	-	London
City of Manchester	Liverpool, New York, and Philadelphia Steam Ship Company.	ditto	Queenstown	Liverpool
United Kingdom	The Anchor Line of American Steam Packet Ships	Quebec	-	Glasgow
Arabia	British and North American Royal Mail Steam Packet Company.	Halifax	-	Queenstown
Louisiana	National Steam Navigation Company	New York	Queenstown	Liverpool
Hecla	British and North American Royal Mail Steam Packet Company.	ditto	-	ditto
Bohemian	Montreal Ocean Steam Ship Company	Quebec	Moville	ditto
Glasgow	Liverpool, New York, and Philadelphia Steam Ship Company.	ditto	Queenstown	ditto
China	British and North American Royal Mail Steam Packet Company.	New York	-	Queenstown
Hibernian	Montreal Ocean Steam Ship Company	Quebec	Moville	Liverpool
City of Washington	Liverpool, New York, and Philadelphia Steam Ship Company.	New York	Queenstown	ditto
Kangaroo	ditto	ditto	ditto	ditto
St. Andrew	Montreal Ocean Steam Ship Company	Quebec	-	Glasgow
Virginia	National Steam Navigation Company	New York	Queenstown	Liverpool
Asia	British and North American Royal Mail Steam Packet Company.	Halifax	-	Queenstown

- - - - - - FROM PORTS IN NORTH AMERICA—*continued.*

Day and Hour of Departure from North America.	Demurrage.	Day and Hour of Arrival in the United Kingdom.	Registered Tonnage.	Horses-Power.	Number of Passengers for the Voyage.	Amounts Received or Earned for Ship Letters, or for any Imperial or Colonial Subsidies.
1863: H. M.		1863: H. M.				£. *s.* *d.*
4 July - 12 10 p.m.	- - - -	16 July - 7 30 p.m.	1,296	350	125	Ocean postage of 8 *d.* per ½ oz. from United States Government.
4 July - 10 30 a.m.	18 hours - -	16 July - 12 30 p.m.	1,488	400	129	820 - -
10 July - 10 24 a.m.	- - - -	19 July - 5 24 a.m.	1,001	698	110	
8 July - 1 5 p.m.	10 minutes - -	20 July - 12 10 p.m.	1,213	250	49	- 10 1
No information given	- - - -	22 July - - -	898	260	-	
11 July - 12 40 p.m.	- - - -	23 July - 6 50 p.m.	1,224	500	234	Ocean postage of 8 *d.* per ½ oz. from United States Government.
11 July - 9 50 a.m.	6 hrs. 55 mins. -	23 July - 12 0 p.m.	1,137	250	44	820 - -
16 July - 5 0 a.m.	- - - -	25 July - 7 32 p.m.	1,539	550	83	
No information given	- - - -	25 July - - -	1,305	450	-	
- ditto - - -	- - - -	27 July - - -	1,161	450	-	
18 July - 2 12 p.m.	- - - -	28 July - 5 28 p.m.	1,618	460	167	Ocean postage of 8 *d.* per ½ oz. from United States Government.
18 July - 10 0 a.m.	9 hrs. 18 mins. -	29 July - 6 20 a.m.	1,888	500	84	820 - -
16 July - 3 30 p.m.	- - - -	29 July - 7 0 a.m.	1,169	300	118	Ocean postage of 8 *d.* per ½ oz. from United States Government.
24 July - 3 35 p.m.	- - - -	1 Aug. - 9 8 p.m.	1,214	816	128	
No information received	- - - -	3 Aug. - - -	13,343	2,600	-	
22 July - 12 20 p.m.	- - - -	4 Aug. - 12 10 a.m.	1,267	250	85	- 17 1½
25 July - 12 20 p.m.	- - - -	5 Aug. - 11 25 a.m.	1,494	450	145	Ocean postage of 8 *d.* per ½ oz. from United States Government.
25 July - 9 45 a.m.	32 hours - -	5 Aug. - 7 40 p.m.	791	400	65	820 - -
29 July - 3 10 p.m.	- - - -	7 Aug. - 11 32 p.m.	2,079	900	91	
1 Aug. - 12 0 noon	- - - -	11 Aug. - 5 0 a.m.	1,151	256	52	Ocean postage of 8 *d.* per ½ oz. from United States Government.
1 Aug. - 12 0 noon	- - - -	11 Aug. - 9 40 a.m.	1,678	550	131	- - ditto.
29 July - 8 30 a.m.	- - - -	11 Aug. - 10 30 a.m.	1,128	165	20	
1 Aug. - 10 30 a.m.	- - - -	14 Aug. - 3 0 a.m.	1,117	360	46	
1 Aug. - 9 45 a.m.	15 hours - -	14 Aug. - 11 40 p.m.	1,488	400	54	820 - -
7 Aug. - 6 37 a.m.	- - - -	15 Aug. - 8 37 p.m.	1,216	650	92	
5 Aug. - 11 30 a.m.	- - - -	18 Aug. - 2 15 p.m.	1,219	250	38	- 6 4
8 Aug. - 3 30 p.m.	- - - -	18 Aug. - 3 5 p.m.	1,679	550	158	Ocean postage of 8 *d.* per ½ oz. from United States Government.
8 Aug. - 10 0 a.m.	- - - -	20 Aug. - 4 0 a.m.	825	200	43	820 - -
12 Aug. - 2 17 p.m.	- - - -	21 Aug. - 6 10 a.m.	2,358	1,000	117	
12 Aug. - 9 0 a.m.	- - - -	24 Aug. - 7 20 a.m.	880	250	3	
13 Aug. - 12 40 p.m.	- - - -	24 Aug. - 6 5 p.m.	1,082	200	74	Ocean postage of 8 *d.* per ½ oz. from United States Government.
8 Aug. - - -	- - - -	26 Aug. - - -	1,685	300	69	
15 Aug. - 2 0 p.m.	- - - -	27 Aug. - 7 41 a.m.	1,296	350	184	Ocean postage of 8 *d.* per ½ oz. from United States Government.
15 Aug. - 2 0 p.m.	- - - -	28 Aug. - 7 15 a.m.	1,067	300	19	
21 Aug. - 2 25 a.m.	- - - -	28 Aug. - 8 30 p.m.	1,359	900	111	
15 Aug. - - -	- - - -	30 Aug. - 2 0 a.m.	1,642	300	-	
19 Aug. - 11 20 a.m.	- - - -	31 Aug. - 11 5 a.m.	1,213	250	90	- 3 11
22 Aug. - 9 30 a.m.	17 hrs. 20 mins. -	2 Sept. - 3 20 p.m.	1,488	400	52	820 - -
22 Aug. - 12 55 p.m.	- - - -	3 Sept. - 1 50 p.m.	1,154	400	116	Ocean postage of 8 *d.* per ½ oz. from United States Government.
26 Aug. - 2 40 p.m.	- - - -	4 Sept. - 6 24 p.m.	1,539	550	60	
29 Aug. - 9 55 a.m.	5 hrs. 41 mins. -	7 Sept. - 10 30 p.m.	1,888	500	80	820 - -
29 Aug. - 12 20 p.m.	- - - -	8 Sept. - 1 0 p.m.	1,618	460	164	Ocean postage of 8 *d.* per ½ oz. from United States Government.
27 Aug. - 10 40 a.m.	- - - -	8 Sept. - 3 40 p.m.	1,169	300	70	- - ditto.
26 Aug. - 12 15 p.m.	- - - -	9 Sept. - 7 0 a.m.	1,092	170	10	
29 Aug. - 4 0 p.m.	- - - -	11 Sept. - 11 0 p.m.	2,418	350	-	
4 Sept. - 9 45 a.m.	- - - -	12 Sept. - 6 10 p.m.	1,214	816	87	

VESSELS ENTERED AT PORTS IN THE UNITED KINGDOM - - - - -

NAME of STEAMER.	OWNERS' NAMES.	Port of Departure from North America.	Ports of Call (if any).	Port of Arrival in the United Kingdom.
Sidon	British and North American Royal Mail Steam Packet Company.	New York	Queenstown	Liverpool
North American	Montreal Ocean Steam Ship Company	Quebec	Moville	ditto
City of London	Liverpool, New York, and Philadelphia Steam Ship Company.	New York	Queenstown	ditto
Persia	British and North American Royal Mail Steam Packet Company.	ditto		Queenstown
Hibernia	Atlantic Royal Mail Steam Navigation Company	Boston		Galway
Jura	Montreal Ocean Steam Ship Company	Quebec	Moville	Liverpool
Great Eastern	Great Ship Company	New York		ditto
City of Baltimore	Liverpool, New York, and Philadelphia Steam Ship Company.	ditto	Queenstown	ditto
City of Limerick	ditto	ditto	ditto	ditto
Africa	British and North American Royal Mail Steam Packet Company.	Halifax		Queenstown
Britannia	Anchor Line of American Steam Packet Ships	Quebec		Glasgow
City of New York	Liverpool, New York, and Philadelphia Steam Ship Company.	New York	Queenstown	Liverpool
St. George	Montreal Ocean Steam Ship Company	Quebec		Glasgow
Olympus	British and North American Royal Mail Steam Packet Company.	New York		Liverpool
Nova Scotian	Montreal Ocean Steam Ship Company	Quebec	Moville	ditto
Shannon	C. R. Stock, Clifford's Inn	New York		ditto
Scotia	British and North American Royal Mail Steam Packet Company.	ditto		Queenstown
Adriatic	Atlantic Royal Mail Steam Navigation Company	ditto	St. John's, Newfoundland.	Galway
Etna	Liverpool, New York, and Philadelphia Steam Ship Company.	ditto	Queenstown	Liverpool
City of Cork	ditto	ditto	ditto	ditto
Damascus	Montreal Ocean Steam Ship Company	Quebec	Moville	ditto
Arabia	British and North American Royal Mail Steam Packet Company.	Halifax		Queenstown
Hecla	ditto	New York	Queenstown	Liverpool
City of Washington	Liverpool, New York, and Philadelphia Steam Ship Company.	ditto	ditto	ditto
Plantagenet	Alfred Holt, Liverpool	ditto		ditto
United Kingdom	Anchor Line of American Steam Packet Ships	Quebec		Glasgow
St. Patrick	Bryce Allan, Liverpool	ditto	St. John's, Newfoundland, and Moville.	ditto
China	British and North American Royal Mail Steam Packet Company.	New York		Queenstown
Anglia	Atlantic Royal Mail Steam Navigation Company	Boston	St. John's, New foundland.	Galway
Glasgow	Liverpool, New York, and Philadelphia Steam Ship Company.	New York	Queenstown	Liverpool
City of Manchester	ditto	ditto	ditto	ditto
Bohemian	Montreal Ocean Steam Ship Company	Quebec	Moville	ditto
Louisiana	National Steam Navigation Company	New York	Queenstown	ditto
Europa	British and North American Royal Mail Steam Packet Company.	Halifax		Queenstown
Sidon	ditto	New York	Queenstown	Liverpool
City of London	Liverpool, New York, and Philadelphia Steam Ship Company.	ditto	ditto	ditto
North American	Montreal Ocean Steam Ship Company	Quebec	Moville	ditto
Cella	Malcolmson, Brothers, Waterford	New York		London
Persia	British and North American Royal Mail Steam Packet Company	ditto		Queenstown
Columbia	Atlantic Royal Mail Steam Navigation Company	ditto	St. John's, Newfoundland.	Galway
Jura	Montreal Ocean Steam Ship Company	Quebec	Moville	Liverpool
Africa	British and North American Royal Mail Steam Packet Company.	St. John's, Newfoundland.		ditto
City of Baltimore	Liverpool, New York, and Philadelphia Steam Ship Company.	New York	Queenstown	ditto
St. Andrew	Montreal Ocean Steam Ship Company	Quebec		Glasgow
Britannia	Anchor Line of American Steam Packet Ships	ditto		ditto
City of New York	Liverpool, New York, and Philadelphia Steam Ship Company.	New York	Queenstown	Liverpool
City of Limerick	ditto	ditto		ditto

FROM PORTS IN NORTH AMERICA—*continued.*

Day and Hour of Departure from North America.	Demurrage.	Day and Hour of Arrival in the United Kingdom.	Registered Tonnage.	Horses-Power.	Number of Passengers for the Voyage.	Amounts Received or Earned for Ship Letters, or for any Imperial or Colonial Subsidies.
1863: H. M.		1863: H. M.				£. s. d.
2 Sept. - 10 30 a.m.	- - - -	14 Sept. - 11 0 p.m.	1,267	250	106	- 7 5
5 Sept. - 9 45 a.m.	1 hour 20 mins. -	15 Sept. - 12 30 p.m.	1,137	250	63	820 - -
5 Sept. - 12 45 p.m.	- - - -	15 Sept. - 1 25 p.m.	1,678	550	158	Ocean postage of 8 *d.* per ½ oz. from United States Government.
9 Sept. - 12 45 p.m.	- - - -	19 Sept. - 2 5 p.m.	2,079	900	72	
12 Sept. - - -	- - - -	19 Sept. - - -	1,569	800	40	1,435 - -
12 Sept. - 9 45 a.m.	5 hrs. 25 mins. -	22 Sept. - 6 15 a.m.	791	400	54	820 - -
No information given	- - - -	22 Sept. - - -	13,343	2,600	-	
12 Sept. - 12 45 p.m.	- - - -	23 Sept. - 1 0 a.m.	1,224	500	119	Ocean postage of 8 *d.* per ½ oz. from United States Government.
10 Sept. - 2 5 p.m.	- - - -	23 Sept. - 11 50 a.m.	1,151	256	49	- - ditto.
17 Sept. - 10 45 p.m.	- - - -	25 Sept. - 8 53 p.m.	1,216	650	118	
15 Sept. - 10 0 a.m.	- - - -	26 Sept. - 1 30 p.m.	1,117	360	8	
19 Sept. - 12 20 p.m.	- - - -	28 Sept. - 4 15 a.m.	1,679	550	116	Ocean postage of 8 *d.* per ½ oz. from United States Government.
16 Sept. - 9 45 a.m.	- - - -	28 Sept. - 10 0 a.m.	1,128	165	20	
16 Sept. - 4 0 p.m.	- - - -	29 Sept. - 4 35 a.m.	1,219	250	75	- 7 7
19 Sept. - 9 30 a.m.	3 hours - -	30 Sept. - 11 0 a.m.	1,488	400	57	820 - -
No information given	- - - -	1 Oct. - - -	1,161	450	-	
23 Sept. - 1 0 p.m.	- - - -	2 Oct. - 5 8 a.m.	2,358	1,000	121	
22 Sept. - - -	- - - -	4 Oct. - - -	1,737	1,400	61	1,447 10 -
26 Sept. - 12 15 p.m.	- - - -	7 Oct. - 3 14 a.m.	1,494	450	92	Ocean postage of 8 *d.* per ½ oz. from United States Government.
25 Sept. - 12 35 p.m.	- - - -	7 Oct. - 7 25 a.m.	1,082	200	67	- - ditto.
26 Sept. - 9 45 a.m.	- - - -	7 Oct. - 5 0 p.m.	825	200	38	820 - -
2 Oct. - 3 19 a.m.	- - - -	10 Oct. - 5 27 a.m.	1,359	900	87	
30 Sept. - 10 48 a.m.	13 minutes - -	12 Oct. - 10 30 a.m.	1,213	250	68	- 7 5
3 Oct. - 12 30 p.m.	- - - -	14 Oct. - 6 30 a.m.	1,618	460	145	Ocean postage of 8 *d.* per ½ oz. from United States Government.
26 Sept. - 4 0 p.m.	- - - -	15 Oct. - 12 midngt.	472	70	-	
1 Oct. - 12 30 p.m.	- - - -	16 Oct. - 4 55 p.m.	1,067	300	29	
4 Oct. - 1 0 a.m.	- - - -	16 Oct. - 5 15 p.m.	880	250	20	
7 Oct. - 12 10 p.m.	- - - -	16 Oct. - 11 25 p.m.	1,539	550	87	
6 Oct. - - -	- - - -	16 Oct. - - -	1,659	1,000	52	1,335 - -
8 Oct. - 12 45 p.m.	- - - -	20 Oct. - 8 30 p.m.	1,154	400	51	Ocean postage of 8 *d.* per ½ oz. from United States Government.
10 Oct. - 12 20 p.m.	- - - -	22 Oct. - 4 40 a.m.	1,296	350	116	- - ditto.
10 Oct. - 10 0 a.m.	10 hrs. 35 mins. -	22 Oct. - 12 30 p.m.	1,488	400	51	820 - -
9 Oct. - 11 50 a.m.	- - - -	24 Oct. - 2 15 a.m.	1,642	300	-	
16 Oct. - 2 6 a.m.	- - - -	25 Oct. - 9 53 a.m.	1,208	800	94	
14 Oct. - 3 0 p.m.	- - - -	27 Oct. - 3 0 p.m.	1,267	250	73	- 11 9
17 Oct. - 12 17 p.m.	- - - -	27 Oct. - 11 25 p.m.	1,678	550	148	Ocean postage of 8 *d.* per ½ oz. from United States Government.
17 Oct. - 10 45 a.m.	27 hrs. 40 mins. -	28 Oct. - 8 5 a.m.	1,137	250	65	820 - -
8 Oct. - - -	- - - -	28 Oct. - - -	1,685	300	70	
21 Oct. - 12 35 p.m.	- - - -	31 Oct. - 9 26 a.m.	2,079	900	173	
20 Oct. - 10 0 a.m.	- - - -	2 Nov. - 2 20 p.m.	1,615	1,000	61	1,010 - -
24 Oct. - 12 35 p.m.	1 hour - -	3 Nov. - 4 45 a.m.	791	400	97	820 - -
27 Oct. - 10 0 a.m.	- - - -	4 Nov. - 9 50 a.m.	1,216	650	-	
24 Oct. - 1 25 p.m.	- - - -	5 Nov. - 7 30 a.m.	1,224	500	130	Ocean postage of 8 *d.* per ½ oz. from United States Government.
24 Oct. - 4 0 p.m.	- - - -	7 Nov. - 9 0 a.m.	1,092	170	6	
27 Oct. - 10 0 a.m.	- - - -	8 Nov. - 7 0 p.m.	1,117	360	40	
31 Oct. - 12 30 p.m.	- - - -	10 Nov. - 4 15 a.m.	1,679	550	198	Ocean postage of 8 *d.* per ½ oz. from United States Government.
24 Oct. - 2 0 p.m.	- - - -	10 Nov. - 8 47 a.m.	1,151	256	-	- - ditto.

VESSELS ENTERED AT PORTS IN THE UNITED KINGDOM - - - - -

NAME of STEAMER.	OWNERS' NAMES.	Port of Departure from North America.	Ports of Call (if any).	Port of Arrival in the United Kingdom.
Olympus	British and North American Royal Mail Steam Packet Company.	New York	Boston, Halifax, and Queenstown.	Liverpool
Hibernian	Montreal Ocean Steam Ship Company	Quebec	Moville	ditto
Kangaroo	Liverpool, New York, and Philadelphia Steam Ship Company.	New York	- -	ditto
Scotia	British and North American Royal Mail Steam Packet Company.	ditto	- -	Queenstown
Virginia	National Steam Navigation Company	ditto	Queenstown	Liverpool
Hibernia	Atlantic Royal Mail Steam Navigation Company	Boston	St. John's, Newfoundland.	Galway
City of Cork	Liverpool, New York, and Philadelphia Steam Ship Company.	New York	Queenstown	Liverpool
St. George	Montreal Ocean Steam Ship Company	Quebec	- -	Glasgow
Etna	Liverpool, New York, and Philadelphia Steam Ship Company.	New York	Queenstown	Liverpool
Damascus	Montreal Ocean Steam Ship Company	Quebec	Moville	ditto
Canada	British and North American Royal Mail Steam Packet Company.	Halifax	- -	Queenstown
Hecla	ditto	New York	- -	Liverpool
City of Washington	Liverpool, New York, and Philadelphia Steam Ship Company.	ditto	Queenstown	ditto
Nova Scotian	Montreal Ocean Steam Ship Company	Quebec	Moville	ditto
Adriatic	Atlantic Royal Mail Steam Navigation Company	New York	St. John's, Newfoundland.	Galway
China	British and North American Royal Mail Steam Packet Company.	ditto	- -	Queenstown
Edinburgh	Liverpool, New York, and Philadelphia Steam Ship Company.	ditto	Queenstown	Liverpool
Bohemian	Montreal Ocean Steam Ship Company	Quebec	Moville	ditto
United Kingdom	Anchor Line of American Steam Packet Ships	ditto	- -	Glasgow
Bellona	Malcolmson, Brothers, Waterford	New York	- -	London
Asia	British and North American Royal Mail Steam Packet Company.	Halifax	- -	Queenstown
Glasgow	Liverpool, New York, and Philadelphia Steam Ship Company.	New York	- -	Liverpool
Sidon	British and North American Royal Mail Steam Packet Company.	ditto	Queenstown	ditto
City of London	Liverpool, New York, and Philadelphia Steam Ship Company.	ditto	ditto	ditto
North American	Montreal Ocean Steam Ship Company	Portland	Moville	ditto
Persia	British and North American Royal Mail Steam Packet Company.	New York	- -	Queenstown
City of Baltimore	Liverpool, New York, and Philadelphia Steam Ship Company.	ditto	Queenstown	Liverpool
Arabia	British and North American Royal Mail Steam Packet Company.	Halifax	- -	Queenstown
City of New York	Liverpool, New York, and Philadelphia Steam Ship Company.	New York	Queenstown	Liverpool
City of Limerick	ditto	ditto	ditto	ditto
Britannia	Anchor Line of American Steam Packet Ships	ditto	- -	ditto
Hibernian	Montreal Ocean Steam Ship Company	Portland	Moville	ditto
Scotia	British and North American Royal Mail Steam Packet Company.	New York	- -	Queenstown
Louisiana	National Steam Navigation Company	ditto	Queenstown	Liverpool
Columbia	Atlantic Royal Mail Steam Navigation Company	ditto	St. John's, Newfoundland.	Galway
Kedar	British and North American Royal Mail Steam Packet Company.	ditto	- -	Liverpool
Etna	Liverpool, New York, and Philadelphia Steam Ship Company.	ditto	Queenstown	ditto
Hibernia	Atlantic Royal Mail Steam Navigation Company	Boston	- -	ditto
Cella	Malcomson, Brothers, Waterford	New York	- -	London

General Register and Record Office of Shipping and Seamen,
London, 2 June 1864.

- - - - - - FROM PORTS IN NORTH AMERICA—*continued.*

Day and Hour of Departure from North America.	Demurrage.	Day and Hour of Arrival in the United Kingdom.	Registered Tonnage.	Horses-Power.	Number of Passengers for the Voyage.	Amounts Received or Earned for Ship Letters, or for any Imperial or Colonial Subsidies.
1863: H. M.		1863: H. M.				£. s. d.
26 Oct. - 7 20 a.m.	6 hrs. 21 mins. -	10 Nov. - 8 54 p.m.	1,219	250	20	
31 Oct. - 10 25 a.m.	13 hrs. 51 mins. -	11 Nov. - 8 5 a.m.	1,888	500	89	820 - -
30 Oct. - 11 20 a.m.	- - - -	12 Nov. - 10 0 a.m.	1,169	300	78	Ocean postage of 8 *d.* per ½ oz. from United States Government.
4 Nov. - 12 30 p.m.	- - - -	13 Nov. - 3 35 a.m.	2,358	1,000	162	
25 Oct. - 4 20 p.m.	- - - -	13 Nov. - 10 13 a.m.	2,418	350	-	
7 Nov. - - -	- - - -	14 Nov. - 4 40 p.m.	1,569	800	44	1,500 - -
6 Nov. - 7 30 p.m.	- - - -	17 Nov. - 8 50 p.m.	1,082	200	80	Ocean postage of 8 *d.* per ½ oz. from United States Government.
4 Nov. - 8 30 a.m.	- - - -	17 Nov. - 10 0 p.m.	1,128	165	12	
7 Nov. - 12 35 p.m.	- - - -	18 Nov. - 12 50 a.m.	1,494	450	107	Ocean postage of 8 *d.* per ½ oz. from United States Government.
7 Nov. - 9 45 a.m.	3 hrs. 40 mins. -	18 Nov. - 2 0 p.m.	825	200	32	820 - -
13 Nov. - 3 20 a.m.	- - - -	23 Nov. - 8 47 a.m.	1,001	698	122	
11 Nov. - 4 0 p.m.	- - - -	24 Nov. - 2 34 a.m.	1,213	250	83	- 10 1
14 Nov. - 10 10 p.m.	- - - -	25 Nov. - 12 midnight	1,618	460	121	Ocean postage of 8 *d.* per ½ oz. from United States Government.
14 Nov. - 11 0 a.m.	15 hrs. 10 mins. -	27 Nov. - 10 45 a.m.	1,488	400	35	820 - -
17 Nov. - 11 30 a.m.	- - - -	28 Nov. - - -	1,737	1,400	91	1,500 - -
18 Nov. - 12 16 p.m.	- - - -	29 Nov. - 9 13 a.m.	1,539	550	60	
21 Nov. - 5 30 p.m.	- - - -	2 Dec. - 2 35 p.m.	1,494	450	173	Ocean postage of 8 *d.* per ½ oz. from United States Government.
21 Nov. - 9 45 a.m.	4 hours - -	3 Dec. - 2 0 a.m.	1,488	400	42	820 - -
22 Nov. - 12 20 p.m.	- - - -	4 Dec. - 2 40 p.m.	1,067	300	28	
4 Nov. - - -	Several days at sea, through damage to rudder.	4 Dec. - - -	1,589	300	35	
26 Nov. - 11 45 p.m.	- - - -	5 Dec. - 7 20 a.m.	1,214	816	66	
24 Nov. - 12 7 a.m.	- - - -	7 Dec. - 11 38 a.m.	1,154	400	-	Ocean postage of 8 *d.* per ½ oz. from United States Government.
25 Nov. - 3 0 p.m.	- - - -	7 Dec. - 12 30 p.m.	1,267	250	81	- 18 4
29 Nov. - 7 20 p.m.	- - - -	8 Dec. - 12 25 p.m.	1,678	550	149	Ocean postage of 8 *d.* per ½ oz. from United States Government.
28 Nov. - 4 30 p.m.	7 hrs. 20 mins. -	9 Dec. - 10 30 a.m.	1,137	250	47	820 - -
2 Dec. - 11 45 a.m.	- - - -	11 Dec. - 8 50 p.m.	2,079	900	101	
5 Dec. - 12 30 p.m.	- - - -	17 Dec. - 10 0 a.m.	1,224	500	172	Ocean postage of 8 *d.* per ½ oz. from United States Government.
11 Dec. - 1 45 p.m.	- - - -	20 Dec. - 2 0 a.m.	1,359	900	69	
12 Dec. - 10 0 a.m.	- - - -	21 Dec. - 11 30 p.m.	1,679	550	143	Ocean postage of 8 *d.* per ½ oz. from United States Government.
9 Dec. - 12 25 p.m.	- - - -	22 Dec. - 2 45 a.m.	1,151	256	22	- - ditto.
6 Dec. - 9 0 a.m.	- - - -	22 Dec. - 5 0 a.m.	1,117	360	25	
12 Dec. - 5 10 p.m.	2 hrs. 50 mins. -	23 Dec. - 1 45 a.m.	1,888	500	47	820 - -
16 Dec. - 11 0 a.m.	- - - -	24 Dec. - 9 4 p.m.	2,358	1,000	132	
11 Dec. - - -	- - - -	24 Dec. - - -	1,642	300	-	
21 Dec. - 3 45 p.m.	- - - -	28 Dec. - 7 7 p.m.	1,615	1,000	54	1,150 - -
16 Dec. - 10 0 a.m.	- - - -	29 Dec. - 2 30 a.m.	1,212	250	84	- - 11
19 Dec. - 1 12 p.m.	- - - -	30 Dec. - 5 36 p.m.	1,494	450	110	Ocean postage of 8 *d.* per ½ oz. from United States Government.
29 Dec. - 1 25 p.m.	- - - -	8 Jan. 1864 - -	1,569	800	26	1,250 - -
23 Dec. - - -	- - - -	10 Jan. - - -	1,685	300	40	

John J. Mayo,
Registrar General of Shipping and Seamen.

SYNOPSIS.

VOYAGES FROM THE UNITED KINGDOM TO NORTH AMERICA.

COMPANIES AND OWNERS.	Total Number of Voyages.	Total Number of Passengers.	Average Amount Received or Earned for any Imperial or Colonial Subsidies, per Voyage.	Total Amount Received or Earned for Ship Letters, or for any Imperial or Colonial Subsidies.	REMARKS.
			£. s. d.	£. s. d.	
British and North American Royal Mail Steam Ship Company.	71	13,342	- - -	2 16 4	Seventeen voyages, for which the sum of 2 *l.* 16 *s.* 4 *d.* was received for ship letters; and 54 voyages for which no particulars are rendered by the Company.
Liverpool, New York, and Philadelphia Steam Ship Company.	76	34,840	- - -	- - -	Ocean postage of 8 *d.* per ½ oz. received from the United States Government.
Montreal Ocean Steam Ship Company	64	15,092	820 - -	41,000 - -	Fifty voyages upon subsidy, and 14 without subsidy or ship letters.
Atlantic Royal Mail Steam Navigation Company.	9	4,373	1,336 7 9	12,027 10 -	Nine voyages upon subsidy.
Anchor Line of Transatlantic Steam Packet Ships.	11	2,560	- Nil -	- Nil.	
National Steam Navigation Company	8	3,827	- Nil -	- Nil.	
The Great Ship Company - -	3	- -	- -	- - -	Particulars not obtainable.
West Hartlepool Steam Navigation Company.	Nil	Nil	- Nil -	- Nil.	
Malcomson, Brothers, Portlaw, Waterford.	5	171	- Nil -	- Nil.	
Wm. M. Moss, Merchant, Liverpool -	1	Nil	- Nil -	- Nil.	
Bryce Allan, Merchant, Liverpool -	3	605	- Nil -	- Nil.	
G. M. Papayanni, Merchant, Liverpool	1	1	- Nil -	- Nil.	
G. Duncan, Esq., 2, East India Avenue, London.	1	Nil	- Nil -	- Nil.	
Geo. G. Gilbert, Esq., 3, Abchurch-lane, London.	2	Nil	- Nil -	- Nil.	
Alfred Holt, Shipowner, Liverpool -	2	1	- Nil -	- Nil.	
Sir Samuel Cunard, 26, Princes-gardens, London.	1	Nil	- Nil -	- Nil.	
J. Galsworthy, Esq., Old Jewry Chambers, London.	Nil	Nil	- Nil -	- Nil.	
C. R. Stock, Esq., Clifford's Inn, London.	4	- -	- -	- - -	Information not received.
F. Sewell, Esq., 27, Leadenhall-street, London.	1	- -	- -	- - -	Information not received.

General Register and Record Office of Shipping and Seamen,
London, 2 June 1864.

SYNOPSIS.

VOYAGES FROM NORTH AMERICA TO THE UNITED KINGDOM.

COMPANIES AND OWNERS.	Total Number of Voyages.	Total Number of Passengers.	Average Amount Received or Earned for any Imperial or Colonial Subsidies, per Voyage.	Total Amount Received or Earned for Ship Letters, or for any Imperial or Colonial Subsidies.	REMARKS.
			£. s. d.	£. s. d.	
British and North American Royal Mail Steam Ship Company.	67	5,587	- -	6 4 5½	Fourteen voyages, for which the sum of 6 *l.* 4 *s.* 5½ *d.* was received for ship letters; and 53 voyages for which no particulars are rendered by the Company.
Liverpool, New York, and Philadelphia Steam Ship Company.	74	7,980	- -	- - -	Ocean postage of 8 *d.* per ½ oz. received from the United States Government.
Montreal Ocean Steam Ship Company	61	2,924	820 - -	39,360 - -	Forty-eight voyages upon subsidy, and 13 voyages without subsidy or ship letters.
Atlantic Royal Mail Steam Navigation Company.	8	429	1,336 7 9	10,691 2 2	Eight voyages upon subsidy.
Anchor Line of Transatlantic Steam Packet Ships.	10	291	- Nil -	- Nil.	
National Steam Navigation Company	7	Nil	- Nil -	- Nil.	
The Great Ship Company - -	4	- -	- -	- - -	Particulars not obtained.
West Hartlepool Steam Navigation Company.	1	Nil	- Nil -	- Nil.	
Malcomson, Brothers, Portlaw, Waterford.	4	214	- Nil -	- Nil.	
Wm. M. Moss, Merchant, Liverpool -	1	16	- Nil -	- Nil.	
Bryce Allan, Merchant, Liverpool -	3	64	- Nil -	- Nil.	
J. M. Papayanni, Merchant, Liverpool	1	58	- Nil -	- Nil.	
J. Duncan, Esq., 2, East India Avenue, London.	1	Nil	- Nil -	- Nil.	
Geo. G. Gilbert, Esq., 3, Abchurch-lane, London.	Nil	Nil	- Nil -	- Nil.	
Alfred Holt, Shipowner, Liverpool -	1	Nil	- Nil -	- Nil.	
Sir Samuel Cunard, 26, Princes-gardens, London.	Nil	Nil	- Nil -	- Nil.	
J. Galsworthy, Esq., Old Jewry Chambers, London.	1	Nil	- Nil -	- Nil.	
J. R. Stock, Esq., Clifford's Inn, London.	4	- -	- -	- - -	Information not received.
J. Sewell, Esq., 27, Leadenhall-street, London.	1	- -	- -	- - -	Information ot received.

John J. Mayo,
Registrar General of Shipping and Seamen.

RETURN FROM THE POST OFFICE - - - - - - -

RETURN of all STEAMERS carrying MAILS between the *United Kingdom* and *North America*, with their Arrival of the Mails by each Steamer from and at *London* and *New York* respectively, with the Time Companies they belonged, and whether subsidized or carrying Mails for Postage, from the 1st day of January

Note.—This Return relates only to such Steamers as were Mail Packets; the Post Office possesses no means of furnishing the

OUTWARD MAILS - - - - - - -

1. Dispatch of Packet.		2.	3.	4.	5.	6.	7. Date of Arrival at Ports of Call.	
Day.	Hour.	Name of Packet.	To what Company Packet belonged.	Whether British or United States.	Port of Departure.	Ports of Call.	Day.	Hour.
1863:	H. M.						1863:	H. M.
1 Jan.	6 30 p.m.	Jura	Montreal Ocean	British	Liverpool	Londonderry	2 Jan.	1 15 p.m.
3 ,,	9 55 a.m.	China	Cunard	ditto	ditto	Queenstown	4 ,,	8 28 a.m.
7 ,,	0 45 p.m.	Kangaroo	Liverpool, New York, and Philadelphia.	United States	ditto	ditto	8 ,,	3 30 p.m.
8 ,,	1 25 ,,	Hibernian	Montreal Ocean	British	ditto	Londonderry	9 ,,	7 0 a.m.
10 ,,	11 15 a.m.	Arabia	Cunard	ditto	ditto	Queenstown Halifax	11 ,, 20 ,,	10 30 ,, 6 15 ,,
14 ,,	2 0 p.m.	Saxonia	Hamburg American	United States	Southampton	-	-	-
14 ,,	1 30 ,,	Edinburgh	Liverpool, New York, and Philadelphia.	ditto	Liverpool	Queenstown	15 ,,	1 0 p.m.
16 ,,	3 0 a.m.	Norwegian	Montreal Ocean	British	ditto	Londonderry	17 ,,	1 0 a.m.
17 ,,	8 55 ,,	Australasian	Cunard	ditto	ditto	Queenstown	18 ,,	9 0 ,,
21 ,,	1 30 p.m.	City of Manchester	Liverpool, New York, and Philadelphia.	United States	ditto	ditto	23 ,,	8 30 ,,
22 ,,	1 30 ,,	Hansa	North German Lloyd	ditto	Southampton	-	-	-
22 ,,	2 0 ,,	Bohemian	Montreal Ocean	British	Liverpool	Londonderry	23 ,,	9 30 a.m.
24 ,,	0 8 ,,	Europa	Cunard	ditto	ditto	Queenstown Halifax	25 ,, 9 Feb.	10 8 p.m. 6 25 ,,
28 ,,	2 15 ,,	Etna	Liverpool, New York, and Philadelphia.	United States	ditto	Queenstown	29 Jan.	9 0 ,,
29 ,,	3 30 ,,	North American	Montreal Ocean	British	ditto	Londonderry	30 ,,	noon
31 ,,	9 0 a.m.	Asia	Cunard	ditto	ditto	Queenstown	1 Feb.	1 40 p.m.
4 Feb.	11 40 a.m.	Glasgow	Liverpool, New York, and Philadelphia.	United States	ditto	ditto	5 ,,	11 0 ,,
5 ,,	0 10 ,,	Nova Scotia	Montreal Ocean	British	ditto	Londonderry	6 ,,	9 0 a.m.
7 ,,	11 34 ,,	Canada	Cunard	ditto	ditto	Queenstown Halifax	8 ,, 21 ,,	0 36 p.m. 10 0 a.m.
11 ,,	2 0 p.m.	City of Washington	Liverpool, New York, and Philadelphia.	United States	ditto	Queenstown	12 ,,	1 0 p.m.
11 ,,	2 0 ,,	Borussia	Hamburg American	ditto	Southampton	-	-	-
12 ,,	4 5 ,,	Jura	Montreal Ocean	British	Liverpool	Londonderry	13 ,,	9 55 a.m.
14 ,,	3 45 ,,	Africa	Cunard	ditto	ditto	Queenstown	15 ,,	4 35 p.m.
18 ,,	noon	City of New York	Liverpool, New York, and Philadelphia.	United States	ditto	ditto	19 ,,	5 30 ,,
19 ,,	11 0 a.m.	New York	North German Lloyd	ditto	Southampton	-	-	-
19 ,,	0 10 p.m.	Hibernian	Montreal Ocean	British	Liverpool	Londonderry	20 ,,	8 16 a.m.
21 ,,	11 30 a.m.	Arabia	Cunard	ditto	ditto	Queenstown Halifax	22 ,, 6 Mar.	0 45 p.m. 5 30 a.m.
25 ,,	1 45 p.m.	City of Baltimore	Liverpool, New York, and Philadelphia.	United States	ditto	Queenstown	26 Feb.	11 40 ,,
26 ,,	4 7 ,,	Anglo Saxon	Montreal Ocean	British	ditto	Londonderry	27 ,,	noon
28 ,,	3 55 ,,	Australasian	Cunard	ditto	ditto	Queenstown	1 Mar.	3 45 p.m.
4 Mar.	11 30 a.m.	Edinburgh	Liverpool, New York, and Philadelphia.	United States	ditto	Queenstown	5 ,,	noon
5 ,,	noon	Norwegian	Montreal Ocean	British	ditto	Londonderry	6 ,,	5 0 a.m.
7 ,,	11 25 a.m.	Europa	Cunard	ditto	ditto	Queenstown Halifax	8 ,, 22 ,,	3 26 p.m. 11 2 a.m.
11 ,,	1 0 p.m.	Etna	Liverpool, New York, and Philadelphia.	United States	ditto	Queenstown	12 ,,	11 45 ,,
11 ,,	2 0 ,,	Saxonia	Hamburgh American	ditto	Southampton	-	-	-
12 ,,	3 50 ,,	Bohemian	Montreal Ocean	British	Liverpool	Londonderry	13 ,,	9 50 a.m.
14 ,,	2 15 ,,	Asia	Cunard	ditto	ditto	Queenstown	15 ,,	4 20 p.m.
18 ,,	11 25 a.m.	City of Washington	Liverpool, New York, and Philadelphia.	United States	ditto	ditto	19 ,,	10 0 a.m.
18 ,,	2 0 p.m.	Hansa	North German Lloyd	ditto	Southampton	-	-	-
19 ,,	11 40 a.m.	Nova Scotian	Montreal Ocean	British	Liverpool	Londonderry	20 ,,	8 25 a.m.
21 ,,	11 15 a.m.	Canada	Cunard	ditto	ditto	Queenstown Halifax	22 ,, 3 Apr.	0 9 p.m. 3 30 ,,

RETURN FROM THE POST OFFICE.

PORTS of DEPARTURE, CALL, and ARRIVAL, and DURATION of PASSAGE, showing the Dispatch and occupied in Transmission, distinguishing between the *British* and *United States* Packets, and showing to which to the 31st day of December 1863.

information called for in respect to any Steamer which sailed during the period of the Return, but was not a Mail Packet.

OUTWARD MAILS.

8. Date of Departure from Ports of Call.		9. Port of Arrival.	10. Date of Arrival of Packet.		11. Duration of Passage.	12. Total Stoppages at Intermediate Ports.	13. Mails Despatched from London.		14. Mails arrived at New York.		15. Time occupied in Transmission of Mails.	16. Whether Packet Subsidized, or Carrying Mails for Postage.
Day.	Hour.		Day.	Hour.			Day.	Hour.	Day.	Hour.		
1863:	H. M.		1863:	H. M.	D. H.	HOURS.	1863:	H. M.	1863:	H. M.	D. H.	
2 Jan.	6 0 p.m.	Portland -	13 Jan.	5 30 p.m.	11 23	4¾	1 Jan.	8 0 p.m.	14 Jan.	11 0 p.m.	13 3	Subsidized.
4 ,,	4 12 ,,	New York -	14 ,,	11 0 a.m.	11 1	7¾	3 ,,	8 0 ,,	14 ,,	11 0 a.m.	10 15	- ditto.
8 ,,	6 30 ,,	- ditto -	20 ,,	11 45 p.m.	13 11	1	7 ,,	8 0 ,,	20 ,,	11 45 p.m.	13 3¾	For postage.
9 ,,	5 25 ,,	Portland -	19 ,,	9 0 ,,	11 7½	10½	8 ,,	8 0 ,,	20 ,,	11 0 ,,	12 3	Subsidized.
11 ,,	4 5 ,,	Boston -	21 ,,	3 10 ,,	11 4	9½	10 ,,	8 0 ,,	22 ,,	6 20 a.m.	11 10¼	- ditto.
20 ,,	10 0 a.m,											
-	- -	New York -	27 ,,	2 5 ,,	13 0	- -	14 ,,	9 45 a.m.	27 ,,	2 5 p.m.	13 4¼	For postage.
15 ,,	4 30 p.m.	- ditto -	29 ,,	11 55 a.m.	14 21½	3½	14 ,,	8 0 p.m.	29 ,,	11 5 a.m.	14 15	- ditto.
17 ,,	6 0 a.m.	Portland -	1 Feb.	9 0 p.m.	16 18	5	15 ,,	8 0 ,,	2 Feb.	11 25 p.m.	18 3½	Subsidized.
18 ,,	4 5 p.m.	New York -	1 ,,	5 20 ,,	15 8½	7	17 ,,	8 0 ,,	1 ,,	5 20 ,,	14 21¼	- ditto.
23 ,,	2 30 ,,	- ditto -	10 ,,	not stated.	- -	6	21 ,,	8 0 ,,	10 ,,	not stated	- -	For postage.
-	- -	- ditto -	8 ,,	9 0 a.m.	16 19½	- -	21 ,,	9 45 a.m.	8 ,,	9 0 a.m.	17 23¼	- ditto.
23 ,,	5 15 p.m.	Portland -	11 ,,	5 0 a.m.	19 15	7¾	22 ,,	8 0 ,,	11 ,,	11 5 p.m.	20 3	Subsidized.
25 ,,	11 5 ,,	Boston -	11 ,,	3 0 p.m.	18 3	4¾	24 ,,	8 0 ,,	12 ,,	11 55 ,,	19 4	- ditto.
9 Feb.	10 15 ,,											
29 Jan.	10 0 ,,	New York -	13 ,,	6 10 a.m.	15 16	1	28 ,,	8 0 ,,	13 ,,	6 10 a.m.	15 10¼	For postage.
30 ,,	5 45 ,,	Portland -	16 ,,	4 30 p.m.	18 1	5¾	29 ,,	8 0 ,,	17 ,,	11 0 p.m.	19 3	Subsidized.
1 Feb.	5 5 ,,	New York -	15 ,,	10 0 a.m.	15 1	3½	31 ,,	8 0 ,,	15 ,,	10 0 a.m.	14 14	- ditto.
6 ,,	9 30 a.m.	- ditto .	26 ,,	6 30 ,,	21 18¾	10½	4 Feb.	8 0 ,,	26 ,,	6 30 ,,	21 10½	For postage.
6 ,,	5 10 p.m.	Portland -	23 ,,	3 30 ,,	18 3¼	8¼	5 ,,	8 0 ,,	23 ,,	11 55 p.m.	18 4	Subsidized.
8 ,,	4 20 ,,	Boston -	23 ,,	9 45 ,,	15 22¼	8	7 ,,	8 0 ,,	23 ,,	6 30 a.m.	15 10½	- ditto.
21 ,,	2 15 ,,											
12 ,,	5 25 ,,	New York -	25 ,,	11 45 p.m.	14 9¾	4½	11 ,,	8 0 ,,	25 ,,	11 45 p.m.	14 3¾	For postage.
-	- -	- ditto -	25 Feb.	11 0 p.m.	14 9	- -	11 ,,	9 45 a.m.	25 ,,	11 0 ,,	14 13¼	For postage.
13 ,,	5 0 p.m.	Portland -	25 ,,	10 0 a.m.	12 18	7	12 ,,	8 0 p.m.	26 ,,	6 30 a.m.	13 10½	Subsidized.
15 ,,	5 18 ,,	New York -	28 ,,	9 0 ,,	13 17½	0¾	14 ,,	8 0 ,,	28 ,,	9 0 ,,	13 13	- ditto.
19 ,,	8 0 ,,	- ditto -	5 Mar.	9 25 ,,	14 21½	2½	18 ,,	8 0 ,,	5 Mar.	9 25 ,,	14 13½	For postage.
-	- -	- ditto -	5 ,,	9 0 p.m.	14 10	- -	18 ,,	9 45 a.m.	5 ,,	9 0 p.m.	15 11¼	- ditto.
20 ,,	5 18 p.m.	Portland -	4 ,,	6 30 ,,	12 6¼	9	19 ,,	8 0 p.m.	5 ,,	11 10 ,,	14 3¼	Subsidized.
22 ,,	4 15 ,,	Boston -	8 ,,	9 0 a.m.	14 21¾	10¾	21 ,,	8 0 ,,	9 ,,	9 40 a.m.	15 13¾	- ditto.
6 Mar.	0 40 ,,											
26 Feb.	3 50 ,,	New York -	12 ,,	1 50 ,,	14 12	4¼	25 ,,	8 0 ,,	12 ,,	1 50 ,,	14 5¾	For postage.
27 ,,	5 40 ,,	Portland -	12 ,,	3 15 p.m.	13 23¼	5¾	26 ,,	8 0 ,,	14 ,,	6 25 a.m.	15 10½	Subsidized.
1 Mar.	5 23 ,,	New York -	13 ,,	5 30 ,,	13 1½	1½	28 ,,	8 0 ,,	13 ,,	5 30 p.m.	12 21½	ditto.
5 ,,	5 10 ,,	- ditto -	21 ,,	10 35 ,,	17 11	5¼	4 Mar.	8 0 ,,	21 ,,	10 35 ,,	17 2½	For postage.
6 ,,	5 0 ,,	Portland -	20 ,,	2 15 ,,	15 2¼	12	5 ,,	8 0 ,,	21 ,,	11 0 ,,	16 3	Subsidized.
8 ,,	4 25 ,,	Boston -	24 ,,	6 16 a.m.	16 8¾	6¼	7 ,,	8 0 ,,	24 ,,	5 20 ,,	16 21¼	- ditto.
22 ,,	4 17 ,,											
12 ,,	5 0 ,,	New York -	26 ,,	6 45 ,,	14 17¾	5¼	11 ,,	8 0 ,,	26 ,,	6 45 a.m.	14 10¾	For postage.
-	- -	- ditto -	26 ,,	1 55 p.m.	15 0	- -	11 ,,	9 45 a.m.	26 ,,	1 55 p.m.	15 3¼	- ditto.
13 ,,	5 0 p.m.	Portland -	27 ,,	9 45 a.m.	14 18	7¼	12 ,,	8 0 p.m.	26 ,,	5 45 a.m.	13 9¾	Subsidized.
15 ,,	4 50 ,,	New York -	28 ,,	10 45 ,,	13 20½	0¼	14 ,,	8 0 ,,	28 ,,	10 45 ,,	13 14¾	- ditto.
19 ,,	4 0 ,,	ditto -	1 Apr.	0 45 ,,	13 13¼	6	18 ,,	8 0 ,,	1 Apr.	0 45 ,,	13 4¾	For postage.
-	- -	- ditto -	31 Mar.	4 35 p.m.	13 2¼	- -	18 ,,	9 45 a.m.	31 Mar.	4 35 p.m.	13 6¾	- ditto.
21 ,,	3 20 a.m.	Portland -	4 Apr.	4 0 ,,	16 4¼	19	19 ,,	8 0 p.m.	6 Apr.	11 30 ,,	18 3¼	Subsidized.
22 ,,	5 6 p.m.	Boston -	5 ,,	10 24 a.m.	14 23¼	8¼	21 ,,	8 0 ,,	6 ,,	4 30 a.m.	15 8½	- ditto.
3 April	6 46 ,,											

OUTWARD MAILS—*continued.*

1. Dispatch of Packet. Day.	1. Dispatch of Packet. Hour.	2. Name of Packet.	3. To what Company Packet belonged.	4. Whether British or United States.	5. Port of Departure.	6. Ports of Call.	7. Date of Arrival at Ports of Call. Day.	7. Hour.
1863:	H. M.						1863:	H. M.
25 Mar.	0 45 p.m.	Glasgow	Liverpool, New York, and Philadelphia.	United States	Liverpool	Queenstown	26 Mar.	4 0 p.m.
26 „	3 45 „	North American	Montreal Ocean	British	ditto	Londonderry	27 „	11 36 a.m.
28 „	1 48 „	Africa	Cunard	ditto	ditto	Queenstown	29 „	3 50 p.m.
1 April	7 45 „	City of New York	Liverpool, New York, and Philadelphia.	United States	ditto	ditto	2 Apr.	4 0 „
2 „	5 40 „	Hibernian	Montreal Ocean	British	ditto	Londonderry	3 „	1 30 „
4 „	9 40 a.m.	Arabia	Cunard	ditto	ditto	Queenstown Halifax	5 „ 16 „	3 0 „ 6 30 „
8 „	2 0 p.m.	Hammonia	Hamburg, American	United States	Southampton	–	–	–
8 „	0 40 „	City of Baltimore	Liverpool, New York, and Philadelphia.	ditto	Liverpool	Queenstown	9 Apr.	0 30 p.m.
9 „	4 15 „	Jura	Montreal Ocean	British	ditto	Londonderry	10 „	8 0 a.m.
11 „	1 45 „	Persia	Cunard	ditto	ditto	Queenstown	12 „	11 50 „
15 „	4 45 „	Edinburgh	Liverpool, New York, and Philadelphia.	United States	ditto	ditto	16 „	5 0 p.m.
15 „	2 0 „	New York	North German Lloyd	ditto	Southampton	–	–	–
16 „	5 0 „	Anglo Saxon	Montreal Ocean	British	Liverpool	Londonderry	–	–
18 „	10 28 a.m.	Europa	Cunard	ditto	ditto	Queenstown Halifax	19 Apr. 30 „	11 26 a.m. 11 25 „
22 „	2 0 p.m.	Etna	Liverpool, New York, and Philadelphia.	United States	ditto	Queenstown	23 „	noon
23 „	2 45 „	Norwegian	Montreal Ocean	British	ditto	Londonderry	24 „	8 20 a.m.
25 „	0 50 „	Australasian	Cunard	ditto	ditto	Queenstown	26 „	9 25 „
29 „	4 45 „	City of Washington	Liverpool, New York, and Philadelphia.	United States	ditto	ditto	30 „	2 0 p.m.
30 „	4 45 „	Bohemian	Montreal Ocean	British	ditto	Londonderry	1 May	0 35 „
2 May	9 15 a.m.	America	Cunard	ditto	ditto	Queenstown Halifax	3 „ 14 „	11 25 a.m. 10 20 „
6 „	2 0 p.m.	Borussia	Hamburg, American	United States	Southampton	–	–	–
6 „	0 45 „	City of New York	Liverpool, New York, and Philadelphia.	ditto	Liverpool	Queenstown	7 May	8 15 a.m.
7 „	4 20 „	North American	Montreal Ocean	British	ditto	Londonderry	8 „	7 45 „
9 „	0 40 „	China	Cunard	ditto	ditto	Queenstown	10 „	10 50 „
13 „	3 45 „	City of Baltimore	Liverpool, New York, and Philadelphia.	United States	ditto	ditto	14 „	5 0 p.m.
13 „	2 0 „	Hansa	North German Lloyd	ditto	Southampton	–	–	–
14 „	4 0 „	Hibernian	Montreal Ocean	British	Liverpool	Londonderry	15 May	noon
16 „	10 0 a.m.	Asia	Cunard	ditto	ditto	Queenstown Halifax	17 „ 25 „	10 33 a.m. 8 5 p.m.
20 „	0 50 p.m.	Edinburgh	Liverpool, New York, and Philadelphia.	United States	ditto	Queenstown	21 „	10 0 a.m.
21 „	1 45 „	Jura	Montreal Ocean	British	ditto	Londonderry	No return	
23 „	11 50 a.m.	Persia	Cunard	ditto	ditto	Queenstown	24 May	8 25 a.m.
27 „	3 50 p.m.	Glasgow	Liverpool, New York, and Philadelphia.	United States	ditto	ditto	28 „	5 30 p.m.
27 „	2 0 „	America	North German Lloyd	ditto	Southampton	–	–	–
28 „	6 30 „	Nova Scotian	Montreal Ocean	British	Liverpool	Londonderry	29 May	1 45 p.m.
30 „	9 12 a.m.	Africa	Cunard	ditto	ditto	Queenstown Halifax	31 „ 9 June	9 30 a.m. 3 0 p.m.
3 June	0 35 p.m.	City of Manchester	Liverpool, New York, and Philadelphia.	United States	ditto	Queenstown	4 „	10 0 a.m.
4 „	3 0 „	Norwegian*	Montreal Ocean	British	ditto	Londonderry	5 „	7 30 „
6 „	0 32 „	Scotia	Cunard	ditto	ditto	Queenstown	7 „	9 28 „
10 „	4 0 „	City of New York	Liverpool, New York, and Philadelphia.	United States	ditto	ditto	11 „	10 0 „
10 „	2 0 „	Bremen	North German Lloyd	ditto	Southampton	–	–	–
11 „	4 30 „	Bohemian	Montreal Ocean	British	Liverpool	Londonderry	12 June	10 30 a.m.
13 „	8 38 a.m.	Canada	Cunard	ditto	ditto	Queenstown Halifax	14 „ 24 „	10 27 „ 3 26 p.m.
17 „	0 45 p.m.	City of Baltimore	Liverpool, New York, and Philadelphia.	United States	ditto	Queenstown	18 „	11 30 a.m.
18 „	0 30 „	North American	Montreal Ocean	British	ditto	Londonderry	19 „	5 40 „
20 „	11 22 a.m.	China	Cunard	ditto	ditto	Queenstown	21 „	8 40 „
24 „	2 45 p.m.	City of Washington	Liverpool, New York, and Philadelphia.	United States	ditto	ditto	25 „	noon
25 „	4 30 „	Hibernian	Montreal Ocean	British	ditto	Londonderry	26 „	11 0 a.m.
27 „	3 55 „	Asia	Cunard	ditto	ditto	Queenstown Halifax	28 „ 7 July	4 0 p.m. 8 13 a.m.
1 July	11 30 a.m.	Edinburgh	Liverpool, New York, and Philadelphia.	United States	ditto	Queenstown	2 „	1 10 p.m.
1 „	2 0 p.m.	Borussia	Hamburg, American	ditto	Southampton	–	–	–
2 „	0 19 „	Jura	Montreal Ocean	British	Liverpool	Londonderry	3 July	6 50 a.m.
4 „	11 38 a.m.	Persia	Cunard	ditto	ditto	Queenstown	5 „	8 30 „
8 „	2 0 p.m.	Hansa	North German Lloyd	United States	Southampton	–	–	–
8 „	3 30 „	City of London	Liverpool, New York, and Philadelphia.	ditto	Liverpool	Queenstown	9 July	2 30 p.m.

* Wrecked on St. Paul's Island, 14 June.

OUTWARD MAILS—*continued.*

8. Date of Departure from Ports of Call. Day.	Hour.	9. Port of Arrival.	10. Date of Arrival of Packet. Day.	Hour.	11. Duration of Passage.	12. Total Stoppages at Intermediate Ports.	13. Mails Dispatched from London. Day.	Hour.	14. Mails Arrived at New York. Day.	Hour.	15. Time occupied in Transmission of Mails.	Whether Packet Subsidized, or Carrying Mails for Postage.
1863:	H. M.		1863.	H. M.	D. H.	HOURS.	1863:	H. M.	1863:	H. M.	D. H.	
26 Mar.	7 15 p.m.	New York	11 April	10 35 a.m.	16 21¾	3¼	25 Mar.	8 0 p.m.	11 April	10 35 a.m.	16 14½	For postage.
28 „	5 36 a.m.	Portland	11 „	8 0 p.m.	16 4¼	18	26 „	8 0 „	14 „	1 35 „	18 5½	Subsidized.
29 „	4 15 p.m.	New York	11 „	11 20 a.m.	13 21½	0½	28 „	8 0 „	11 „	11 20 „	13 15¼	- ditto.
2 April	10 30 „	- ditto	14 „	11 35 „	12 15¾	6½	1 April	8 0 „	14 „	11 35 „	12 15½	For postage.
3 „	5 20 „	Portland	18 „	7 30 „	15 13¾	3¾	2 „	8 0 „	18 „	11 0 p.m.	16 3	Subsidized.
5 „	4 35 „	Boston	18 „	3 10 p.m.	14 5½	9¼	4 „	8 0 „	19 „	6 0 a.m.	14 10	- ditto.
17 „	2 17 a.m.											
–	–	New York	21 „	9 30 „	13 7½	–	8 „	9 45 a.m.	21 „	9 30 p.m.	13 11¾	For postage.
9 April	4 15 p.m.	- ditto	21 „	6 35 „	13 6	3¾	8 „	8 0 p.m.	21 „	6 35 „	12 22½	- ditto.
10 „	5 20 „	Portland	21 „	11 30 a.m.	11 19¼	9¼	9 „	8 0 „	22 „	11 25 „	13 3½	Subsidized.
12 „	4 10 „	New York	22 „	11 58 „	10 22¼	4¼	11 „	8 0 „	22 „	11 58 „	11 4	- ditto.
16 „	7 30 „	- ditto	29 „	7 15 p.m.	14 2½	2½	15 „	8 0 „	29 „	7 15 a.m.	13 11¼	For postage.
–	–	- ditto	29 „	8 20 a.m.	13 18¼	–	15 „	9 45 a.m.	29 „	8 20 „	13 22½	- ditto.
–	–	Vessel wrecked off Cape Race.			–	–	16 „	8 0 p.m.	–	–	–	Subsidized.
19 April	4 19 p.m.	Boston	2 May	5 15 a.m.	13 18¾	11¼	18 „	8 0 „	2 May	6 30 p.m.	13 22½	- ditto.
30 „	5 45 „											
23 „	4 30 „	New York	4 „	2 30 p.m.	12 0½	4½	22 „	8 0 „	4 „	2 30 „	11 18½	For postage.
24 „	4 55 „	Quebec	8 „	1 30 a.m.	14 10¾	8½	23 „	8 0 „	11 „	2 50 „	17 18¾	Subsidized.
26 „	4 25 „	New York	6 „	8 10 „	10 19¼	7	25 „	8 0 „	6 „	8 10 a.m.	10 12¼	- ditto.
30 „	6 0 „	- ditto	12 „	2 50 p.m.	12 21½	4	29 „	8 0 „	12 „	2 50 p.m.	12 18¾	For postage.
1 May	5 15 „	Quebec	14 „	5 45 „	14 1	4¾	30 „	8 0 „	16 „	2 45 „	15 18¾	Subsidized.
3 „	4 15 „	Boston	16 „	5 20 a.m.	13 20	12	2 May	8 0 „	16 „	5 45 „	13 21¾	- ditto.
14 „	5 25 „											
–	–	New York	21 „	11 35 p.m.	15 9½	–	6 „	9 45 a.m.	21 „	11 35 „	15 13¾	For postage.
7 May	4 20 p.m.	- ditto	18 „	5 45 a.m.	11 17	8	6 „	8 0 p.m.	18 „	5 45 a.m.	11 9¾	- ditto.
8 „	4 45 „	Quebec	22 „	5 0 p.m.	15 0¾	9	7 „	8 0 „	25 „	2 55 p.m.	17 19	Subsidized.
10 „	4 30 „	New York	22 „	7 30 a.m.	12 18¾	5¾	9 „	8 0 „	22 „	7 30 a.m.	12 11½	- ditto.
14 „	8 0 „	- ditto	26 „	3 30 „	12 11¾	3	13 „	8 0 „	26 „	3 30 „	12 7½	For postage.
–	–	- ditto	25 „	4 25 p.m.	12 2½	–	13 „	9 45 a.m.	25 „	4 25 p.m.	12 6¾	- ditto.
15 May	5 0 p.m.	Quebec	25 „	5 0 „	11 1	5	14 „	8 0 p.m.	27 „	2 15 „	12 18¼	Subsidized.
17 „	4 15 „	Boston	27 „	11 0 a.m.	11 1	13½	16 „	8 0 „	27 „	11 10 „	11 3¼	- ditto.
26 „	4 0 a.m.											
21 „	3 45 p.m.	New York	3 June	10 10 „	13 21¼	5¾	20 „	8 0 „	3 June	10 10 a.m.	13 14¼	For postage.
–	–	Quebec	–	No return	–	–	21 „	8 0 „	3 „	2 25 p.m.	12 18½	Subsidized.
24 May	4 22p. m.	New York	3 „	6 30 a.m.	10 18¾	8	23 „	8 0 „	3 „	6 30 a.m.	10 10½	- ditto.
28 „	8 0 „	- ditto	11 „	2 5 p.m.	14 22¼	2½	27 „	8 0 „	11 „	2 5 p.m.	14 18	For postage.
–	–	- ditto	7 „	7 15 a.m.	10 17¼	–	27 „	9 45 a.m.	7 „	7 15 a.m.	10 21½	- ditto.
29 May	5 60 p.m.	Quebec	11 „	5 30 „	13 11	3¾	28 „	8 0 p.m.	14 „	2 30 p.m.	16 18½	Subsidized.
31 „	4 10 „	Boston	11 „	5 45 „	11 20½	12¼	30 „	8 0 „	11 „	5 20 „	11 21¼	- ditto.
9 June	8 30 „											
4 „	4 15 „	New York	18 „	1 30 p.m.	15 1	6¼	3 June	8 0 „	18 „	1 30 „	14 17½	For postage.
5 „	4 35 „	-	–	–	–	–	4 „	8 0 „	25 „	6 35 a.m.	20 10½	Subsidized.
7 „	4 35 „	New York	16 „	8 20 a.m.	9 19¾	7	6 „	8 0 „	16 „	8 20 „	9 12¼	- ditto.
11 „	4 0 „	- ditto	21 „	4 30 p.m.	11 0½	6	10 „	8 0 „	21 „	4 30 p.m.	10 20½	For postage.
–	–	- ditto	23 „	10 55 a.m.	12 21	–	10 „	9 45 a.m.	23 „	10 55 a.m.	13 1¼	- dttto.
12 June	4 50 p.m.	Quebec	23 „	9 30 „	11 17	6¼	11 „	8 0 p.m.	25 „	6 35 „	13 10½	Subsidized.
14 „	3 55 „	Boston	26 „	7 18 „	12 22¾	11¼	13 „	8 0 „	26 „	5 20 p.m.	12 21¼	- ditto.
24 „	9 20 „											
18 „	4 0 „	New York	30 „	2 10 p.m.	13 1½	4½	17 „	8 0 „	30 „	2 10 „	12 18¼	For postage.
19 „	4 40 „	Quebec	1 July	8 15 „	13 7¾	11	18 „	8 0 „	3 July	2 30 „	14 18½	Subsidized.
21 „	4 15 „	New York	1 „	3 45 „	11 4½	7½	20 „	8 0 „	1 „	3 45 „	10 19¾	- ditto.
25 „	4 0 „	- ditto	6 „	0 45 „	12 0	4	24 „	8 0 „	6 „	0 45 „	11 16¾	For postage.
26 „	5 30 „	Quebec	7 „	10 15 a.m.	11 17¾	6½	25 „	8 0 „	9 „	6 30 a.m.	13 10½	Subsidized.
28 „	4 17 „	Boston	9 „	5 7 „	11 13¼	7½	27 „	8 0 „	9 „	5 25 p.m.	11 21½	- ditto.
7 July	3 21 „											
2 „	4 10 „	New York	15 „	4 0 p.m.	14 4½	3	1 July	8 0 „	15 „	4 0 „	13 20	For postage.
–	–	- ditto	15 „	0 40 a.m.	14 10¾	–	1 „	9 45 a.m.	15 „	0 40 a.m.	13 15	- ditto.
3 July	5 5 p.m.	Quebec	15 „	7 30 p.m.	13 7¼	10¼	2 „	8 0 p.m.	17 „	2 40 p.m.	14 18¾	Subsidized.
5 „	4 5 „	New York	14 „	9 0 „	10 9½	7½	4 „	8 0 „	14 „	9 0 „	10 1	- ditto.
–	–	- ditto	19 „	8 20 a.m.	10 18¼	–	8 „	9 45 a.m.	19 „	8 20 a.m.	10 22½	For postage.
9 July	6 0 p.m.	- ditto	19 „	3 20 p.m.	10 23¼	3½	8 „	8 0 p.m.	19 „	3 20 p.m.	10 19¼	- ditto.

OUTWARD MAILS—*continued.*

1. Dispatch of Packet. Day.	Hour.	2. Name of Packet.	3. To what Company Packet belonged.	4. Whether British or United States.	5. Port of Departure.	6. Ports of Call.	7. Date of Arrival at Ports of Call. Day.	Hour.
1863:	H. M.						1863:	H. M.
9 July	4 0 p.m.	Nova Scotian	Montreal Ocean	British	Liverpool	Londonderry	10 July	11 0 a.m.
11 „	4 8 „	Africa	Cunard	ditto	ditto	Queenstown	12 „	3 0 p.m.
						Halifax	20 „	5 10 „
15 „	noon	City of New York	Liverpool, New York, and Philadelphia.	United States	ditto	Queenstown	16 „	8 0 a.m.
16 „	noon	Damascus	Montreal Ocean	British	ditto	Londonderry	17 „	8 0 „
18 „	11 8 a.m.	Scotia	Cunard	ditto	ditto	Queenstown	19 „	7 10 „
22 „	1 0 p.m.	City of Manchester	Liverpool, New York, and Philadelphia.	United States	ditto	ditto	23 „	noon
22 „	2 0 „	America	North German Lloyd	ditto	Southampton			
23 „	3 15 „	ditto	Montreal Ocean	British	Liverpool	Londonderry	24 July	not stated
25 „	1 16 „	Arabia	Cunard	ditto	ditto	Queenstown	26 „	0 18 p.m.
						Halifax	3 Aug.	4 20 „
29 „	2 0 „	Saxonia	Hamburg American	United States	Southampton			
29 „	5 30 „	Glasgow	Liverpool, New York, and Philadelphia.	ditto	Liverpool	Queenstown	30 July	5 30 p.m.
30 „	11 0 a.m.	Bohemian	Montreal Ocean	British	ditto	Londonderry	31 „	5 15 a.m.
1 Aug.	11 0 „	China	Cunard	ditto	ditto	Queenstown	2 Aug.	7 38 „
5 „	0 50 p.m.	City of Washington	Liverpool, New York, and Philadelphia.	United States	ditto	ditto	6 „	1 0 p.m.
5 „	2 0 „	Bremen	North Germn Lloyd	ditto	Southampton			
6 „	3 50 „	Hibernian	Montreal Ocean	British	Liverpool	Londonderry	7 Aug.	noon
8 „	2 36 „	Asia	Cunard	ditto	ditto	Queenstown	9 „	3 46 p.m.
						Halifax	18 „	2 0 „
12 „	6 0 „	City of Baltimore	Liverpool, New York, and Philadelphia.	United States	ditto	Queenstown	13 „	1 5 „
13 „	11 35 a.m.	North American	Montreal Ocean	British	ditto	Londonderry	14 „	5 45 a.m.
15 „	10 40 „	Persia	Cunard	ditto	ditto	Queenstown	16 „	11 37 „
18 „	2 30 p.m.	Hibernia	Atlantic Royal Mail	ditto	Galway	St. John's	26 „	0 30 „
19 „	1 15 „	City of London	Liverpool, New York, and Philadelphia.	United States	Liverpool	Queenstown	20 „	9 30 „
20 „	3 45 „	Jura	Montreal Ocean	British	ditto	Londonderry	21 „	9 0 „
22 „	1 24 „	Africa	Cunard	ditto	ditto	Queenstown	23 „	0 45 p.m.
						Halifax	1 Sept.	noon
26 „	2 0 „	Germania	Hamburg American	United States	Southampton			
26 „	5 30 „	City of New York	Liverpool, New York, and Philadelphia.	ditto	Liverpool	Queenstown	27 Aug.	noon
27 „	10 20 a.m.	Nova Scotian	Montreal Ocean	British	ditto	Londonderry	28 „	4 50 a.m.
29 „	10 52 „	Scotia	Cunard	ditto	ditto	Queenstown	30 „	6 5 „
1 Sept.	2 55 p.m.	Adriatic	Atlantic Royal Mail	ditto	Galway	St. John's	8 Sept.	10 20 „
2 „	1 0 „	City of Manchester	Liverpool, New York, and Philadelphia.	United States	Liverpool	Queenstown	3 „	3 15 p.m.
2 „	2 0 „	Hansa	North German Lloyd	ditto	Southampton			
3 „	3 10 „	Damascus	Montreal Ocean	British	Liverpool	Londonderry	4 Sept.	9 40 a.m.
5 „	1 4 „	Arabia	Cunard	ditto	ditto	Queenstown	6 „	2 25 p.m.
						Halifax	15 „	7 24 a.m.
9 „	5 30 „	Etna	Liverpool, New York, and Philadelphia.	United States	ditto	Queenstown	10 „	3 20 p.m
10 „	5 15 „	America	North German Lloyd	ditto	Southampton			
10 „	5 0 „	ditto	Montreal Ocean	British	Liverpool	Londonderry	11 Sept.	3 0 p.m.
12 „	10 0 a.m.	China	Cunard	ditto	ditto	Queenstown	13 „	6 44 a.m.
15 „	2 19 p.m.	Anglia	Atlantic Royal Mail	ditto	Galway	St. John's	23 „	8 50 „
16 „	1 30 „	City of Washington	Liverpool, New York, and Philadelphia.	United States	Liverpool	Queenstown	17 „	1 0 p.m.
17 „	2 5 „	Bohemian	Montreal Ocean	British	ditto	Londonderry	18 „	8 0 a.m.
19 „	0 42 „	Europa	Cunard	ditto	ditto	Queenstown	20 „	6 30 p.m.
						Halifax	1 Oct.	7 38 a.m.
23 „	2 0 „	Saxonia	Hamburg American	United States	Southampton			
23 „	4 10 „	City of London	Liverpool, New York, and Philadelphia.	ditto	Liverpool	Queenstown	24 Sept.	11 0 a.m.
24 „	4 45 „	North American	Montreal Ocean	British	ditto	Londonderry	25 „	0 30 p.m.
26 „	9 55 a.m.	Persia	Cunard	ditto	ditto	Queenstown	27 „	10 30 a.m.
29 „	2 35 p.m.	Columbia	Atlantic Royal Mail	ditto	Galway	St. John's	7 Oct.	9 0 p.m.
30 „	1 0 „	City of Baltimore	Liverpool, New York, and Philadelphia.	United States	Liverpool	Queenstown	1 „	1 0 „
30 „	2 0 „	Bremen	North German Lloyd	ditto	Southampton			
1 Oct.	2 5 „	Jura	Montreal Ocean	British	Liverpool	Londonderry	2 Oct.	8 30 a.m.
3 „	0 6 „	*Africa	Cunard	ditto	ditto	Queenstown	4 „	0 46 p.m.
7 „	3 40 „	City of New York	Liverpool, New York, and Philadelphia.	United States	ditto	ditto	8 „	11 0 a.m.
8 „	8 0 „	Hibernian	Montreal Ocean	British	ditto	Londonderry	9 „	1 50 p.m.
10 „	9 55 a.m.	Scotia	Cunard	ditto	ditto	Queenstown	11 „	7 22 a.m.
13 „	2 30 p.m.	Hibernia	Atlantic Royal Mail	ditto	Galway	St. John's	20 „	5 40 p.m.
14 „	0 45 „	Etna	Liverpool, New York, and Philadelphia.	United States	Liverpool	Queenstown	15 „	4 30 „
15 „	1 0 „	Damascus	Montreal Ocean	British	ditto	Londonderry	16 „	8 20 a.m.
17 „	11 28 a.m.	Canada	Cunard	ditto	ditto	Queenstown	19 „	7 26 „
						Halifax	28 „	6 30 „

* "Africa" went ashore off Cape Race; mails sent on by H. M. S. "Vesuvius," from St. John's.

OUTWARD MAILS—*continued.*

8. Date of Departure from Ports of Call.		9. Port of Arrival.	10. Date of Arrival of Packet.		11. Duration of Passage.	12. Total Stoppages at Intermediate Ports.	13. Mails Dispatched from London.		14. Mails Arrived at New York.		15. Time occupied in Transmission of Mails.	16. Whether Packet Subsidized or Carrying Mails for Postage.
Day.	Hour.		Day.	Hour.			Day.	Hour.	Day.	Hour.		
1863:	H. M.		1863:	H. M.	D. H.	HOURS.	1863:	H. M.	1863:	H. M.	D. H.	
10 July	4 45 p.m.	Quebec	22 July	8 0 a.m.	12 16	5⅝	9 July	8 0 p.m.	24 July	10 30 a.m.	14 14½	Subsidized.
12 „	4 13 „	Boston	22 „	0 50 p.m.	10 20⅜	11⅜	11 „	8 0 „	22 „	11 10 p.m.	11 3¼	- ditto.
21 „	3 35 a.m.											
16 „	4 10 p.m.	New York	25 „	4 55 „	10 5	8¼	15 „	8 0 „	25 „	4 55 „	9 21	For postage.
17 „	5 30 „	Quebec	29 „	6 0 a.m.	12 18	9½	16 „	8 0 „	31 „	6 25 a.m.	14 10½	Subsidized.
19 „	4 7 „	New York	27 „	9 0 p.m.	9 9	9	18 „	8 0 „	27 „	9 0 p.m.	9 1	- ditto.
23 „	4 30 „	- ditto	4 Aug.	11 30 a.m.	12 22½	4½	22 „	8 0 „	4 Aug.	11 30 a.m.	12 15½	For postage.
-	- -	- ditto	2 „	1 0 p.m.	10 23	- -	22 „	9 45 a.m.	2 „	1 0 p.m.	11 3½	- ditto.
24 July	not stated	Quebec	4 „	10 0 „	12 6¾	not stated	23 „	8 0 p.m.	6 „	9 20 „	14 1¾	Subsidized.
26 „	4 7 p.m.	Boston	5 „	6 50 a.m.	10 17½	9½	25 „	8 0 „	6 „	5 25 a.m.	11 9½	- ditto.
3 Aug.	9 55 „											
-	- -	New York	10 „	11 55 p.m.	12 10	- -	29 „	9 45 a.m.	10 „	11 55 p.m.	12 14½	For postage.
30 July	6 30 p.m.	- ditto	12 „	7 45 a.m.	13 14¼	1	29 „	8 0 p.m.	12 „	7 45 a.m.	13 11¾	- ditto.
31 „	5 0 „	Quebec	11 „	5 0 „	11 18	11¾	30 „	8 0 „	13 „	6 45 „	13 10¾	Subsidized.
2 Aug.	4 24 „	New York	11 „	3 48 p.m.	10 4¾	8¾	1 Aug.	8 0 „	11 „	3 48 p.m.	9 19¾	- ditto.
6 „	4 0 „	- ditto	17 „	7 45 „	12 3	3	5 „	8 0 „	17 „	7 45 „	11 23¾	For postage.
-	- -	- ditto	17 „	4 55 „	12 6	- -	5 „	9 45 a.m.	17 „	4 55 „	12 7¼	- ditto.
7 Aug.	not stated	Quebec	18 „	1 0 a.m.	11 9½	not stated	6 „	8 0 p.m.	20 „	6 45 a.m.	13 10¾	Subsidized.
9 „	4 17 p.m.	Boston	20 „	11 10 „	11 20½	9½	8 „	8 0 „	20 „	11 30 „	12 13½	- ditto.
18 „	11 0 „											
13 „	5 0 „	New York	25 „	0 30 „	12 6½	4	12 „	8 0 „	25 „	0 30 „	12 4½	For postage.
14 „	5 30 „	Quebec	27 „	0 30 p.m.	14 1	11⅜	13 „	8 0 „	29 „	6 45 „	15 10¾	Subsidized.
16 „	4 13 „	New York	26 „	9 12 a.m.	10 22⅓	4½	15 „	8 0 „	26 „	9 12 „	10 13¼	- ditto.
26 „	3 5 a.m.	Boston	30 „	2 0 „	11 11½	2½	17 „	8 0 „	31 „	4 45 „	13 8¾	- ditto.
20 „	4 30 p.m.	New York	31 „	7 5 p.m.	12 5¾	7	19 „	8 0 „	31 „	7 5 p.m.	11 23	For postage.
21 „	5 0 „	Quebec	2 Sept.	6 45 a.m.	12 15	8	20 „	8 0 „	3 Sept.	4 55 „	13 21	Subsidized.
23 „	4 15 „	Boston	3 „	10 31 „	11 21	9½	22 „	8 0 „	3 „	11 35 „	12 3½	- ditto.
1 Sept.	6 6 „											
-	- -	New York	6 „	7 45 p.m.	11 5¾	- -	26 „	9 45 a.m.	6 „	7 45 „	11 10	For postage.
27 Aug.	4 0 p.m.	- ditto	6 „	5 0 a.m.	10 11½	4	26 „	8 0 p.m.	6 „	5 0 a.m.	10 9	- ditto.
28 „	6 0 „	Quebec	10 „	5 30 p.m.	14 7¼	13¼	27 „	8 0 „	12 „	3 30 p.m.	15 19½	Subsidized.
30 „	4 5 „	New York	8 „	1 5 „	10 2¼	10	29 „	8 0 „	8 „	1 5 „	9 17	- ditto.
8 Sept.	0 45 „	- ditto	12 „	0 30 a.m.	10 9½	2½	31 „	8 0 „	12 „	0 30 a.m.	11 4½	- ditto.
3 „	4 30 „	- ditto	15 „	7 55 p.m.	13 7	1¼	2 Sept.	8 0 „	15 „	7 55 p.m.	13 -	For postage.
-	- -	- ditto	14 „	4 40 „	12 2¾	- -	2 „	9 45 a.m.	14 „	4 40 „	12 7	- ditto.
4 Sept.	4 40 p.m.	Quebec	18 „	6 30 a.m.	14 15¼	7	3 „	8 0 p.m.	20 „	3 15 „	16 9¼	Subsidized.
6 „	4 10 „	Boston	16 „	11 7 p.m.	11 10	8½	5 „	8 0 „	17 „	6 45 „	11 22¾	- ditto.
5 „	2 15 „											
0 „	4 20 „	New York	22 „	1 5 „	12 19½	1	9 „	8 0 „	22 „	1 5 „	17 22¼	For postage.
-	- -	- ditto	28 „	7 55 a.m.	17 14¾	- -	10 „	9 45 a.m.	28 „	7 55 a.m.	12 17	- ditto.
1 Sept.	5 10 p.m.	Quebec	23 „	11 0 p.m.	13 6	2¼	10 „	8 0 p.m.	25 „	3 30 p.m.	14 19½	Subsidized.
3 „	6 5 „	New York	23 „	9 50 a.m.	10 23¾	11¼	12 „	8 0 „	23 „	9 50 a.m.	10 13¾	- ditto.
3 „	11 0 a.m.	Boston	26 „	1 15 p.m.	10 23	2½	14 „	8 0 „	26 „	11 10 p.m.	12 3¼	- ditto.
7 „	4 10 p.m.	New York	29 „	10 5 „	13 8½	3¼	16 „	8 0 „	29 „	10 5 „	13 2	For postage.
8 „	5 10 „	Quebec	1 Oct.	11 0 „	14 9	9¼	17 „	8 0 „	3 Oct.	2 55 „	15 19	Subsidized.
0 „	7 5 „	Boston	3 „	2 40 a.m.	13 14	8½	19 „	8 0 „	3 „	6 10 „	13 22¼	- ditto.
1 Oct.	3 40 „											
-	- -	New York	6 „	7 55 „	12 18	- -	23 „	9 45 a.m.	6 „	7 55 a.m.	12 22¼	For postage.
4 Sept.	4 0 p.m.	- ditto	5 „	6 10 „	11 14	5	23 „	8 0 p.m.	5 „	6 10 „	11 10¾	- ditto.
5 „	5 10 „	Quebec	9 „	10 0 p.m.	15 5¼	4¾	24 „	8 0 „	12 „	3 0 p.m.	17 19	Subsidized.
7 „	4 23 „	New York	7 „	10 0 a.m.	11 0	6	26 „	8 0 „	7 „	10 0 a.m.	10 14	- ditto.
3 Oct.	11 0 a.m.	- ditto	12 „	11 50 p.m.	13 9¼	14	28 „	8 0 „	12 „	11 50 p.m.	14 3¾	- ditto.
1 „	4 15 p.m.	- ditto	13 „	8 54 „	13 7¾	3¼	30 „	8 0 „	13 „	8 45 „	13 0¾	For postage.
-	- -	- ditto	13 „	8 5 „	13 6	- -	30 „	9 45 a.m.	13 „	8 5 „	13 10⅓	- ditto.
2 Oct.	5 30 p.m.	Quebec	13 „	8 50 a.m.	11 18¾	9	1 Oct.	8 0 p.m.	15 „	6 45 a.m.	13 10½	Subsidized.
4 „	4 0 „	Boston	13 „	1 24 p.m.	10 1¼	3¼	3 „	8 0 „	22 „	6 55 „	18 11	- ditto.
8 „	4 0 „	New York	19 „	2 55 „	11 23¼	5	7 „	8 0 „	19 „	2 55 p.m.	11 19	For postage.
9 „	4 35 „	Quebec	18 „	9 45 „	10 1¾	2¾	8 „	8 0 „	20 „	no return	- -	Subsidized.
1 „	4 10 „	New York	21 „	3 52 a.m.	10 18	8¾	10 „	8 0 „	21 „	3 52 a.m.	10 7¾	- ditto.
6 „	8 0 „	Boston	23 „	10 0 p.m.	10 7½	2¼	12 „	8 0 „	24 „	6 5 p.m.	11 22	- ditto.
5 „	6 0 „	New York	27 „	0 20 a.m.	12 11½	1½	14 „	8 0 „	27 „	0 20 a.m.	12 4¼	For postage.
5 „	5 0 „	Quebec	28 „	11 30 „	12 22½	8¾	15 „	8 0 „	30 „	9 35 „	14 13½	Subsidized.
2 „	8 25 a.m.	Boston	29 „	10 0 p.m.	12 10½	8¼	17 „	8 0 „	30 „	5 20 p.m.	12 21¼	- ditto.
9 „	1 45 p.m.											

OUTWARD MAILS—*continued.*

1. Dispatch of Packet.		2.	3.	4.	5.	6.	7. Date of Arrival at Ports of Call.	
Day.	Hour.	Name of Packet.	To what Company Packet belonged.	Whether British or United States.	Port of Departure.	Ports of Call.	Day.	Hour.
1863:	H. M.						1863:	H. M.
21 Sept.	2 45 p.m.	City of Washington	Liverpool, New York, and Philadelphia.	United States	Liverpool	Queenstown	22 Sept.	not stated
22 „	2 0 „	Germania	Hamburg American	ditto	Southampton	—	—	—
22 „	4 0 „	Nova Scotia	Montreal Ocean	British	Liverpool	Londonderry	23 Sept.	0 25 p.m.
24 „	4 22 „	China	Cunard	ditto	ditto	Queenstown	25 „	0 50 „
27 „	2 30 „	Adriatic	Atlantic Royal Mail	ditto	Galway	St. John's	4 Nov.	5 20 „
						Halifax	7 „	11 38 a.m.
28 „	2 0 „	Hansa	North German Lloyd	United States	Southampton	—	—	—
28 „	0 40 „	Edinburgh	Liverpool, New York, and Philadelphia.	ditto	Liverpool	Queenstown	29 Oct.	midnight
29 „	1 0 „	Bohemian	Montreal Ocean	British	ditto	Londonderry	30 „	4 20 p.m.
31 „	0 10 „	Asia	Cunard	ditto	ditto	Queenstown	1 Nov.	7 15 „
						Halifax	13 „	0 42 a.m.
4 Nov.	1 50 „	City of London	Liverpool, New York, and Philadelphia.	United States	ditto	Queenstown	5 „	noon
5 „	3 0 „	North American	Montreal Ocean	British	ditto	Londonderry	6 „	10 30 a.m.
7 „	7 30 „	Persia	Cunard	ditto	ditto	Queenstown	8 „	5 30 p.m.
10 „	Mail packet Anglia stranded in Galway Harbour. Voyage omitted.							
11 „	11 15 a.m.	City of Baltimore	Liverpool, New York, and Philadelphia.	United States	ditto	ditto	12 „	9 0 a.m.
11 „	2 0 „	America	North German Lloyd	ditto	Southampton	—	—	—
12 „	11 30 „	Ditto	Montreal Ocean	British	Liverpool	Londonderry	No return	
14 „	11 6 „	Arabia	Cunard	ditto	ditto	Queenstown	15 Nov.	2 40 p.m.
						Halifax	25 „	7 50 „
18 „	1 15 p.m.	City of New York	Liverpool, New York, and Philadelphia.	United States	ditto	Queenstown	19 „	noon
18 „	2 0 „	Saxonia	Hamburg American	ditto	Southampton	—	—	—
19 „	3 5 „	Hibernian	Montreal Ocean	British	Liverpool	Londonderry	20 Nov.	10 0 a.m.
21 „	4 34 „	Scotia	Cunard	ditto	ditto	Queenstown	22 „	5 50 p.m.
24 „	2 30 „	Columbia	Atlantic Royal Mail	ditto	Galway	St. John's	5 Dec.	5 0 „
25 „	10 40 a.m.	Etna	Liverpool, New York, and Philadelphia.	United States	Liverpool	Queenstown	26 Nov.	10 30 a.m.
25 „	2 0 p.m.	Bremen	North German Lloyd	ditto	Southampton	—	—	—
26 „	11 0 a.m.	Damascus	Montreal Ocean	British	Liverpool	Londonderry	27 Nov.	8 30 a.m.
28 „	9 40 „	Canada	Cunard	ditto	ditto	Queenstown	29 „	0 30 p.m.
						Halifax	11 Dec.	3 26 „
2 Dec.	1 0 p.m.	City of Washington	Liverpool, New York, and Philadelphia.	United States	ditto	Queenstown	3 „	8 0 „
4 „	1 55 „	Nova Scotian	Montreal Ocean	British	ditto	Londonderry	5 „	0 25 „
5 „	3 40 „	Australasian	Cunard	ditto	ditto	Queenstown	6 „	2 30 „
8 „	2 45 „	Hibernia	Atlantic Royal Mail	ditto	Galway	St. John's	17 „	5 30 a.m.
9 „	10 40 a.m.	Edinburgh	Liverpool, New York, and Philadelphia.	United States	Liverpool	Queenstown	10 „	5 0 p.m.
10 „	11 20 „	Jura	Montreal Ocean	British	ditto	Londonderry	11 „	2 2 „
12 „	11 40 „	Asia	Cunard	ditto	ditto	Queenstown	13 „	2 37 „
						Halifax	23 „	2 5 a.m.
16 „	1 0 p.m.	City of Manchester	Liverpool, New York, and Philadelphia.	ditto	ditto	Queenstown	17 „	6 30 p.m.
16 „	2 0 „	Hammonia	Hamburg American	United States	Southampton	—	—	—
17 „	3 5 „	North American	Montreal Ocean	ditto	Liverpool	Londonderry	18 Dec.	11 0 a.m.
19 „	3 14 „	Persia	Cunard	British	ditto	Queenstown	20 „	1 10 p.m.
22 „	2 30 „	Adriatic	Atlantic Royal Mail	ditto	Galway	St. John's	29 „	2 0 „
23 „	11 0 a.m.	City of Baltimore	Liverpool, New York, and Philadelphia.	United States	Liverpool	Queenstown	24 „	1 0 „
23 „	2 0 p.m.	New York	North German Lloyd	ditto	Southampton	—	—	—
24 „	11 35 a.m.	Bohemian	Montreal Ocean	British	Liverpool	Londonderry	25 Dec.	6 45 a.m.
						Queenstown	27 „	1 7 p.m.
26 „	10 38 „	Africa	Cunard	ditto	ditto	Halifax	1864: 7 Jan.	7 0 „
30 „	1 0 p.m.	City of London	Liverpool, New York, and Philadelphia.	United States	ditto	Queenstown	1863: 31 Dec.	2 0 „
31 „	2 50 „	Hibernian	Montreal Ocean	British	ditto	Londonderry	1864: 1 Jan.	8 30 a.m.

Note.—In the case of all mail packets proceeding to New York, the time given in Column 14 is the time at which the packet arrived at New York. In all

OUTWARD MAILS—*continued.*

8. Date of Departure from Ports of Call.		9. Port of Arrival.	10. Date of Arrival of Packet.		11. Duration of Passage.	12. Total Stoppages at Intermediate Ports.	13. Mails Dispatched from London.		14. Mails Arrived at New York.		15. Time occupied in Transmission of Mails.	16. Whether Packet Subsidized, or Carrying Mails for Postage.
Day.	Hour.		Day.	Hour.			Day.	Hour.	Day.	Hour.		
1863:	H. M.		1863:	H. M.	D. H.	HOURS.	1863:	H. M.	1863:	H. M.	D. H.	
22 Oct.	not stated	New York -	2 Nov.	3 35 a.m.	11 13¼	- -	21 Oct.	8 0 p.m.	2 Nov.	3 55 a.m.	11 8	For postage.
-	- -	- ditto -	2 ,,	5 0 ,,	10 15	- -	21 ,,	9 45 a.m.	2 ,,	5 0 ,,	11 19¼	- ditto.
23 Oct.	5 20 p.m.	Quebec -	9 ,,	4 0 ,,	17 12	5	22 ,,	8 0 p.m.	11 ,,	8 25 ,,	19 12½	Subsidized.
25 ,,	4 25 ,,	New York -	4 ,,	8 25 ,,	10 16	3½	24 ,,	8 0 ,,	4 ,,	8 25 ,,	10 12½	- ditto.
4 Nov.	8 25 ,,	} ditto -	10 ,,	2 10 p.m.	13 23¾	22¼	26 ,,	8 0 ,,	10 ,,	2 10 p.m.	13 18¼	- ditto.
8 ,,	6 45 a.m.											
-	- -	- ditto -	14 ,,	10 0 a.m.	16 20	- -	28 ,,	9 45 a.m.	14 ,,	10 0 a.m.	17 0¼	For postage.
30 Oct.	8 0 a.m.	- ditto -	15 ,,	10 50 p.m.	18 10¼	8	28 ,,	8 0 p.m.	15 ,,	10 50 p.m.	18 2¾	- ditto.
30 ,,	8 0 p.m.	Quebec -	13 ,,	not stated	15 0	3¾	29 ,,	8 0 ,,	15 ,,	3 30 ,,	16 19½	Subsidized.
1 Nov.	7 50 ,,	} Boston -	14 ,,	11 0 p.m.	14 10¾	12	31 ,,	8 0 ,,	16 ,,	4 30 a.m.	15 8½	- ditto.
13 ,,	0 5 ,,											
5 ,,	4 0 ,,	New York -	17 ,,	8 5 ,,	13 6¼	4	4 Nov.	8 0 ,,	17 ,,	8 5 p.m.	13 0	For postage.
6 ,,	5 5 ,,	Portland -	19 ,,	5 45 ,,	14 2¾	6½	5 ,,	8 0 ,,	20 ,,	11 10 ,,	15 3¼	Subsidized.
8 ,,	5 55 ,,	New York -	19 ,,	10 0 a.m.	11 14½	0½	7 ,,	8 0 ,,	19 ,,	10 0 a.m.	11 14	- ditto.
12 ,,	4 0 ,,	- ditto -	24 ,,	7 15 p.m.	13 8	7	11 ,,	8 0 ,,	24 ,,	7 15 p.m.	12 23¼	For postage.
-	- -	- ditto -	23 ,,	7 45 a.m.	11 17¾	- -	11 ,,	9 45 a.m.	23 ,,	7 45 a.m.	11 22	- ditto.
-	No return -	Portland -	-	- No return -		- -	12 ,,	8 0 p.m.	*4 Dec.	6 20 ,,	21 10¼	Subsidized.
15 Nov.	4 7 p.m.	} Boston -	27 ,,	2 42 p.m.	13 3½	13¼	14 ,,	8 0 ,,	28 Nov.	6 15 ,,	13 10½	- ditto.
26 ,,	7 40 a.m.											
19 ,,	4 30 p.m.	New York -	1 Dec.	1 35 a.m.	22 12¼	4½	18 ,,	8 0 ,,	1 Dec.	1 35 ,,	12 5¼	For postage.
-	- -	- ditto -	6 ,,	1 45 p.m.	17 23¾	- -	18 ,,	9 45 a.m.	6 ,,	1 45 p.m.	18 4	- ditto.
20 Nov.	5 10 p.m.	Portland -	5 ,,	noon	15 21	7¼	19 ,,	8 0 p.m.	4 ,,	11 10 ,,	15 3¼	Subsidized.
22 ,,	10 50 ,,	New York -	4 ,,	1 55 a.m.	12 9½	5	21 ,,	8 0 ,,	4 ,,	1 55 a.m.	12 6	- ditto.
6 Dec.	1 0 ,,	- ditto -	11 ,,	9 50 a.m.	16 19¼	20	23 ,,	8 0 ,,	11 ,,	9 50 ,,	17 13¾	- ditto.
26 Nov.	4 0 p.m.	- ditto -	10 ,,	8 50 ,,	14 22¼	5½	25 ,,	8 0 ,,	10 ,,	8 50 ,,	14 12¾	For postage.
-	- -	- ditto -	11 ,,	1 10 ,,	15 11¼	- -	25 ,,	9 45 a.m.	11 ,,	1 10 ,,	15 15½	- ditto.
27 Nov.	5 10 p.m.	Portland -	13 ,,	2 0 ,,	16 15	8¾	26 ,,	8 0 p.m.	15 ,,	6 40 ,,	10 10¾	Subsidized.
29 ,,	4 10 ,,	} Boston -	13 ,,	1 55 p.m.	15 4¼	17	28 ,,	8 0 ,,	14 ,,	4 40 ,,	15 8¾	- ditto.
12 Dec.	4 47 a.m.											
3 ,,	midnight	New York -	18 ,,	11 25 a.m.	15 12¼	4	2 Dec.	8 0 ,,	18 ,,	1 25 ,,	15 5¼	For postage.
5 ,,	1 15 p.m.	Portland -	22 ,,	9 0 ,,	17 19	0¾	3 ,,	8 0 ,,	23 ,,	4 50 ,,	19 8¾	Subsidized.
6 ,,	5 8 ,,	New York -	18 ,,	5 8 p.m.	13 1½	2¾	5 ,,	8 0 ,,	18 ,,	5 8 p.m.	12 21¼	- ditto.
17 ,,	8 10 a.m.	Boston -	20 ,,	6 30 ,,	12 3¾	2¾	7 ,,	8 0 ,,	21 ,,	6 5 ,,	13 22	- ditto.
10 ,,	6 0 p.m.	New York -	23 ,,	5 45 ,,	14 7	1	9 ,,	8 0 ,,	23 ,,	5 45 ,,	13 21¾	For postage.
12 ,,	7 30 a.m.	Portland -	23 ,,	1 30 a.m.	12 14¼	17½	10 ,,	8 0 ,,	23 ,,	11 50 ,,	13 3¾	Subsidized.
13 ,,	4 20 p.m.	} Boston -	24 ,,	8 0 p.m.	12 8¼	9¾	12 ,,	8 0 ,,	25 ,,	5 35 ,,	12 21½	- ditto.
23 ,,	10 0 a.m.											
17 ,,	10 30 p.m.	New York -	29 ,,	7 30 ,,	13 6½	4	16 ,,	8 0 ,,	29 ,,	7 30 ,,	12 23½	For postage.
-	- -	- ditto -	29 ,,	10 45 a.m.	12 20¾	- -	16 ,,	9 45 a.m.	29 ,,	10 45 a.m.	13 1	- ditto.
18 Dec.	5 10 p.m	Portland -	30 ,,	9 0 p.m.	13 6	6¼	17 ,,	8 0 p.m.	31 ,,	11 30 p.m.	14 3½	Subsidized.
20 ,,	4 20 ,,	New York -	31 ,,	9 58 a.m.	11 18¾	3¼	19 ,,	8 0 ,,	31 ,,	9 58 a.m.	11 14	- ditto.
			1864:						1864:			
29 ,,	4 55 ,,	New York -	3 Jan.	4 30 p.m.	12 2	3	21 ,,	8 0 ,,	3 Jan.	4 30 p.m.	12 20½	- ditto.
24 ,,	3 40 ,,	- ditto -	7 ,,	5 5 ,,	15 6	2¾	23 ,,	8 0 ,,	7 ,,	5 5 ,,	14 21	For postage.
-	- -	- ditto -	12 ,,	11 30 ,,	20 9½	- -	23 ,,	9 45 a.m.	12 ,,	11 30 ,,	20 13¾	- ditto.
25 Dec.	5 35 p.m.	Portland -	9 ,,	7 45 a.m.	15 20¼	10¾	24 ,,	8 0 p.m.	10 ,,	8 20 a.m.	16 12¼	Subsidized.
27 -	3 40 ,,	} Boston -	9 ,,	10 7 p.m.	14 11½	14¾	26 ,,	8 0 ,,	11 ,,	7 45 p.m.	15 23¾	- ditto.
1864: 8 Jan.	7 15 a.m.											
1863: 31 Dec.	4 0 p.m.	New York -	14 ,,	2 25 ,,	15 2	2	30 ,,	8 0 ,,	14 ,,	2 55 ,,	14 19	For postage.
1864: 1 Jan.	5 3 ,,	Portland -	14 ,,	4 0 a.m.	13 13¼	8½	31 ,,	8 0 ,,	14 ,,	11 35 ,,	14 3½	Subsidized.

* America put back, disabled, to Londonderry.

other cases the time given in this Column is that at which the mails reached the New York Post Office, including the time occupied in the transit overland.

HOMEWARD MAILS.

1. Dispatch of Packet.		2.	3.	4.	5.	6.	7. Date of Arrival at Ports of Call.	
Day.	Hour.	Name of Packet.	To what Company Packet belonged.	Whether British or United States.	Port of Departure.	Ports of Call.	Day.	Hour.
1863:	H. M.						1863:	H. M.
3 Jan.	noon	Etna	Liverpool, New York, and Philadelphia.	United States	New York	Queenstown	13 Jan.	5 10 p.m.
3 „	4 0 p.m.	Bohemian	Montreal Ocean	British	Portland	Londonderry	14 „	4 50 a.m.
7 „	10 20 a.m.	Europa	Cunard	ditto	Boston	Halifax	9 „	0 12 „
						Queenstown	17 „	3 12 p.m.
10 „	noon	Hammonia	Hamburg, American	United States	New York	—	—	—
10 „	noon	Glasgow	Liverpool, New York, and Philadelphia.	ditto	ditto	Queenstown	23 „	2 50 p.m.
11 „	6 0 a.m.	Anglo Saxon	Montreal Ocean	British	Portland	Londonderry	23 „	8 35 a.m.
16 „	11 55 „	Asia	Cunard	ditto	New York	Queenstown	28 „	6 50 „
17 „	noon	New York	North German Lloyd	United States	ditto	—	—	—
17 „	noon	City of Washington	Liverpool, New York, and Philadelphia.	ditto	ditto	Queenstown	28 „	11 0 p.m.
17 „	9 30 p.m.	Nova Scotian	Montreal Ocean	British	Portland	Londonderry	30 „	9 5 a.m.
21 „	10 18 a.m.	Africa	Cunard	ditto	Boston	Halifax	23 „	7 35 „
						Queenstown	2 Feb.	8 27 „
24 „	noon	City of Baltimore	Liverpool, New York, and Philadelphia.	United States	New York	ditto	3 „	7 30 „
25 „	1 45 a.m.	Jura	Montreal Ocean	British	Portland	Londonderry	3 „	3 30 „
28 „	0 35 p.m.	China	Cunard	ditto	New York	Queenstown	12 „	4 30 p.m.
31 „	noon	Kangaroo	Liverpool, New York, and Philadelphia.	United States	ditto	ditto	12 „	11 50 a.m.
31 „	7 30 p.m.	Hibernian	Montreal Ocean	British	Portland	Londonderry	10 „	4 15 p.m.
4 Feb.	11 0 a.m.	Arabia	Cunard	ditto	Boston	Halifax	6 „	4 15 a.m.
						Queenstown	15 „	5 9 p.m.
7 „	noon	Saxonia	Hamburg American	United States	New York	—	—	—
7 „	noon	Edinburgh	Liverpool, New York, and Philadelphia.	ditto	ditto	Queenstown	19 „	7 30 a.m.
9 „	5 30 a.m.	Norwegian	Montreal Ocean	British	Portland	Londonderry	20 „	2 45 p.m.
11 „	11 50 „	Australasian	Cunard	ditto	New York	Queenstown	21 „	11 45 a.m.
14 „	noon	Hansa	North German Lloyd	United States	ditto	—	—	—
14 „	noon	City of Manchester	Liverpool, New York, and Philadelphia.	ditto	ditto	Queenstown	25 „	1 0 a.m.
14 „	midnight	Bohemian	Montreal Ocean	British	Portland	Londonderry	25 „	4 0 „
18 „	11 20 a.m.	Europa	Cunard	ditto	Boston	Halifax	20 „	5 53 p.m.
						Queenstown	3 Mar.	4 25 „
21 „	noon	Etna	Liverpool, New York, and Philadelphia.	United States	New York	ditto	4 „	10 45 „
22 „	3 0 a.m.	North American	Montreal Ocean	British	Portland	Londonderry	6 „	2 30 a.m.
25 „	0 15 p.m.	Asia	Cunard	ditto	New York	Queenstown	8 „	6 20 p.m.
28 „	5 0 „	City of Washington	Liverpool, New York, and Philadelphia.	United States	ditto	ditto	11 „	8 0 a.m.
28 „	10 20 „	Nova Scotian	Montreal Ocean	British	Portland	Londonderry	13 „	9 15 p.m.
4 Mar.	10 50 a.m.	Canada	Cunard	ditto	Boston	Halifax	6 „	5 28 a.m.
						Queenstown	15 „	2 30 p.m.
7 „	noon	Borussia	Hamburg American	United States	New York	—	—	—
7 „	noon	Glasgow	Liverpool, New York, and Philadelphia.	ditto	ditto	Queenstown	20 „	5 15 a.m.
8 „	2 0 a.m.	Jura	Montreal Ocean	British	Portland	Londonderry	18 „	10 55 p.m.
11 „	11 45 „	Africa	Cunard	ditto	New York	Queenstown	22 „	0 15 a.m.
14 „	noon	New York	North German Lloyd	United States	ditto	—	—	—
14 „	noon	City of New York	Liverpool, New York, and Philadelphia.	ditto	ditto	Queenstown	24 „	9 15 „
15 „	6 30 a.m.	Hibernian	Montreal Ocean	British	Portland	Londonderry	25 „	9 45 a.m.
18 „	10 45 „	Arabia	Cunard	ditto	Boston	Halifax	20 „	0 55 „
						Queenstown	28 „	9 10 „
21 „	noon	City of Baltimore	Liverpool, New York, and Philadelphia.	United States	New York	ditto	1 Apr.	1 0 „
22 „	10 0 a.m.	Anglo-Saxon	Montreal Ocean	British	Portland	Londonderry	2 „	4 15 „
26 „	11 40 „	Australasian	Cunard	ditto	New York	Queenstown	4 „	3 50 p.m.
28 „	noon	Edinburgh	Liverpool, New York, and Philadelphia.	United States	ditto	ditto	8 „	5 10 „
29 „	3 50 a.m.	Norwegian	Montreal Ocean	British	Portland	Londonderry	8 „	3 20 „
1 Apr.	10 45 „	Europa	Cunard	ditto	Boston	Halifax	12 „	midnight
						Queenstown	12 „	3 57 p.m.
4 „	noon	Etna	Liverpool, New York, and Philadelphia.	United States	New York	ditto	15 „	5 55 „
5 „	8 0 a.m.	Saxonia	Hamburgh American	ditto	ditto	—	—	—
5 „	9 40 a.m.	Bohemian	Montreal Ocean	British	Portland	Londonderry	17 „	6 25 a.m.
8 „	10 30 „	Asia	Cunard	ditto	New York	Queenstown	18 „	7 40 p.m.
11 „	noon	Hansa	North German Lloyd	United States	ditto	—	—	—
11 „	noon	City of Washington	Liverpool, New York, and Philadelphia.	ditto	ditto	Queenstown	23 „	2 30 a.m.
12 „	3 0 a.m	Nova Scotia	Montreal Ocean	British	Portland	Londonderry	24 „	9 45 „
15 „	11 0 „	Canada	Cunard	ditto	Boston	Halifax	17 „	3 40 „
						Queenstown	25 „	10 35 p.m.
18 „	noon	City of New York	Liverpool, New York, and Philadelphia.	United States	New York	ditto	29 „	8 15 a.m.
19 „	9 0 a.m.	North American	Montreal Ocean	British	Portland	Londonderry	30 „	8 40 p.m.

HOMEWARD MAILS.

8. Date of Departure from Ports of Call. Day.	8. Hour.	9. Port of Arrival.	10. Date of Arrival of Packet. Day.	10. Hour.	11. Duration of Passage.	12. Total Stoppages at Intermediate Ports.	13. Mails Dispatched from New York. Day.	13. Hour.	14. Mails Arrived in London. Day.	14. Hour.	15. Time occupied in Transmission of Mails.	16. Whether Packet Subsidized, or Carrying Mails for Postage.
1863:	H. M.		1863:	H. M.	D. H.	HOURS.	1863:	H. M.	1863:	H. M.	D. H.	
- No return -		Liverpool -	14 Jan.	3 55 p.m.	11 4	- -	3 Jan.	noon	14 Jan.	11 45 p.m.	11 11¾	For postage.
14 Jan.	5 30 a.m.	- ditto -	15 „	3 15 a.m.	11 11¼	0¾	- No return -		15 „	7 23 a.m.	- -	Subsidized.
9 „	1 46 „	- ditto -	18 „	1 30 p.m.	11 3¼	2½	- No return -		19 „	5 10 „	- -	- ditto.
17 „	4 3 p.m.											
—	- -	Southampton	23 „	3 15 „	13 3¼	- -	10 Jan.	noon	23 „	8 5 p.m.	13 8	For postage.
- No return -		Liverpool -	24 „	2 45 „	14 2¾	- -	10 „	noon	Brought mails for Ireland only.		- -	- ditto.
23 Jan.	9 25 a.m.	- ditto -	24 „	11 0 a.m.	13 5	0¾	- No return -		24 Jan.	9 50 p.m.	- -	Subsidized.
28 „	9 20 „	- ditto -	29 „	9 50 „	12 22	2½	16 Jan.	11 55 a.m.	29 „	8 49 a.m.	12 21	- ditto.
—	- -	Southampton	29 „	11 0 p.m.	12 11	- -	17 „	noon	30 „	2 50 „	12 14¾	For postage.
- No return -		Liverpool -	29 „	9 15 „	12 9¼	- -	17 „	noon	Brought mails for Ireland only.		- -	- ditto.
30 Jan.	9 40 a.m.	- ditto -	31 „	8 0 a.m.	13 10½	0½	- No return -		31 Jan.	5 32 p.m.	- -	Subsidized.
23 „	9 15 „											
2 Fe.	10 4 „	- ditto -	3 Feb.	8 58 „	12 22¾	3½	- No return -		3 Feb.	8 20 a.m.	- -	- ditto.
- No return -		- ditto -	4 „	10 15 „	10 22¼	- -	24 Jan.	noon	4 „	5 45 p.m.	11 5¾	For postage.
3 Feb.	4 15 a.m.	- ditto -	3 „	9 15 p.m.	9 19½	0¾	- No return -		4 „	8 17 a.m.	- -	Subsidized.
12 „	4 50 p.m.	- ditto -	13 „	4 29 „	16 4	0¼	28 Jan.	0 35 p.m.	13 „	6 53 p.m.	16 6¼	- ditto.
- No return -		- ditto -	13 „	3 50 „	13 3¾	- -	31 „	noon	13 „	11 35 „	13 11½	For postage.
10 Feb.	4 30 p.m.	- ditto -	11 „	1 45 „	10 18¼	0¼	- No return -		11 „	6 50 „	- -	Subsidized.
6 „	7 25 a.m.											
15 „	5 46 p.m.	- ditto -	16 „	1 10 „	12 2½	3¾	- No return -		16 „	6 48 „	- -	- ditto.
—	- -	Southampton	19 „	noon	12 0	- -	7 Feb.	noon	19 „	2 50 „	12 2¾	For postage.
- No return -		Liverpool -	20 „	0 10 p.m.	13 0¼	- -	7 „	noon	Brought mails for Ireland only.		- -	- ditto.
20 Feb.	3 25 p.m.	- ditto -	21 „	10 0 a.m.	12 4½	0¾	- No return -		21 Jan.	6 52 p.m.	- -	Subsidized.
21 „	1 5 „	- ditto -	22 „	11 45 „	11 —	1¼	11 Feb.	11 50 a.m.	23 „	5 5 a.m.	11 17¼	- ditto.
—	- -	Southampton	25 „	6 0 p.m.	11 6	- -	14 „	noon	25 „	10 35 p.m.	11 10½	For postage.
- No return -		Liverpool -	26 „	2 50 a.m.	11 14¾	- -	14 „	noon	Brought mails for Ireland only.		- -	- ditto.
25 Feb.	4 40 a.m.	- ditto -	26 „	1 0 „	11 1	0¾	- No return -		26 Jan.	7 18 a.m.	- -	Subsidized.
20 „	7 35 p.m.											
3 Mar.	5 25 „	- ditto -	4 Mar.	3 52 p.m.	14 4½	2¾	- No return -		4 Mar.	6 47 p.m.	- -	- ditto.
- No return -		- ditto -	5 „	9 45 „	12 9¾	- -	21 Feb.	noon	6 „	5 8 a.m.	12 17¼	For postage.
6 Mar.	3 15 a.m.	- ditto -	7 „	2 30 a.m.	13 0	0¾	- No return -		7 „	7 45 a.m.	- -	Subsidized.
8 „	6 15 p.m.	- ditto -	9 „	3 30 p.m.	12 3¼	0½	25 Feb.	0 15 p.m.	9 „	6 48 p.m.	12 6½	- ditto.
- No return -		- ditto -	12 „	10 10 a.m.	11 17¼	- -	28 „	5 0 „	12 „	6 0 „	12 1	For postage.
13 Mar.	10 15 p.m.	- ditto -	14 „	10 0 p.m.	13 23¾	1	- No return -		15 „	10 0 a.m.	- -	Subsidized.
6 „	7 2 a.m.											
15 „	3 18 p.m.	- ditto -	16 „	6 12 „	12 7¼	2¼	- No return -		16 „	7 5 p.m.	- -	- ditto.
—	- -	Southampton	20 „	8 0 a.m.	12 20	- -	7 Mar.	noon	20 „	11 30 a.m.	12 23½	For postage.
- No return -		Liverpool -	21 „	10 30 „	13 22½	- -	7 „	noon	Brought mails for Ireland only.		- -	- ditto.
18 Mar.	11 15 p.m.	- ditto -	19 „	5 30 p.m.	11 15½	0¼	- No return -		20 Mar.	5 15 a.m.	- -	Subsidized.
22 „	1 25 a.m.	- ditto -	22 „	10 30 „	11 10¾	1¼	11 Mar.	11 45 a.m.	23 „	7 15 „	11 19½	- ditto.
—	- -	Southampton	26 „	6 0 „	12 6	- -	14 „	noon	26 „	10 40 p.m.	12 10¾	For postage.
- No return -		Liverpool -	25 „	5 50 a.m.	10 17¾	- -	14 „	noon	Brought mails for Ireland only.		- -	- ditto.
25 Mar.	10 5 a.m.	- ditto -	26 „	4 15 „	10 21¾	0¼	- No return -		26 Mar.	3 5 p.m.	- -	Subsidized.
20 „	2 20 „	- ditto -	29 „	7 30 „	10 20¾	1¾	- No return -		29 „	7 20 a.m.	- -	- ditto.
28 „	9 33 „											
- No return -		- ditto -	2 Apr.	0 20 „	11 12¼	- -	21 Mar.	noon	2 Apr.	10 15 a.m.	11 22¼	For postage.
2 Apr.	5 10 a.m.	- ditto -	2 „	11 55 p.m.	11 14	1	- No return -		3 „	8 10 „	- -	Subsidized.
4 „	5 20 p.m.	- ditto -	5 „	11 20 a.m.	9 23¾	1½	26 Mar.	11 40 a.m.	6 „	5 15 „	10 17½	- ditto.
- No return -		- ditto -	9 „	4 5 p.m.	12 4	- -	28 „	noon	9 „	11 45 p.m.	12 11¾	For postage.
8 Apr.	3 30 p.m.	- ditto -	9 „	11 15 a.m.	11 7½	0¼	- No return -		9 „	6 50 „	- -	Subsidized.
3 „	1 30 a.m.											
12 „	5 8 p.m.	- ditto -	13 „	5 3 p.m.	12 6½	2¾	- No return -		13 „	6 58 „	- -	- ditto.
- No return -		- ditto -	16 „	5 5 „	12 5	- -	4 Apr.	noon	Brought mails for Ireland only.		- -	For postage.
—	- -	Southampton	18 „	3 30 a.m.	12 19½	- -	5 „	8 0 a.m.	18 Apr.	10 30 a.m.	13 2½	- ditto.
17 Apr.	6 50 a.m.	Liverpool -	18 „	2 15 „	12 16½	0½	- No return -		18 „	7 55 „	- -	Subsidized.
18 „	8 45 p.m.	- ditto -	19 „	4 35 p.m.	11 6	1	8 Apr.	10 30 a.m.	20 „	7 25 „	11 21	- ditto.
—	- -	Southampton	23 „	9 0 a.m.	11 21	- -	11 „	noon	23 „	0 36 p.m.	12 0½	For postage.
- No return -		Liverpool -	24 „	3 25 a.m.	12 15½	- -	11 „	noon	Brought mails for Ireland only.		- -	- ditto.
24 Apr.	10 15 a.m.	- ditto -	25 „	5 10 „	13 2¼	0½	- No return -		25 Apr.	3 3 p.m.	- -	Subsidized.
17 „	4 35 „											
25 „	11 5 p.m.	- ditto -	26 „	7 33 p.m.	11 8½	1½	- No return -		27 „	7 20 a.m.	- -	- ditto.
- No return -		- ditto -	30 „	7 20 a.m.	11 19½	- -	18 Apr.	noon	30 „	3 0 p.m.	12 3	For postage.
30 Apr.	9 0 p.m.	- ditto -	1 May	4 25 p.m.	12 7½	0¼	- No return -		1 May	11 50 „	- -	Subsidized.

HOMEWARD MAILS—*continued.*

1. Dispatch of Packet.		2.	3.	4.	5.	6.	7. Date of Arrival at Ports of Call.	
Day.	Hour.	Name of Packet.	To what Company Packet belonged.	Whether British or United States.	Ports of Departure.	Ports of Call.	Day.	Hour.
1863.	H. M.						1863.	H. M.
22 April	10 0 a.m.	Africa	Cunard	British	New York	Queenstown	3 May	1 40 a.m.
25 „	noon	Bremen	North German Lloyd	United States	ditto	—	—	—
25 „	noon	City of Baltimore	Liverpool, New York, and Philadelphia.	ditto	ditto	Queenstown	5 May	4 30 p.m.
25 „	6 30 p.m.	Hibernian	Montreal Ocean	British	Portland	Londonderry	5 „	7 45 „
29 „	0 10 „	Arabia	Cunard	ditto	Boston	Halifax	1 „	4 0 a.m.
						Queenstown	9 „	7 10 „
2 May	noon	Hammonia	Hamburg American	United States	New York	—	—	—
2 „	noon	Edinburgh	Liverpool, New York, and Philadelphia.	ditto	ditto	Queenstown	13 May	2 30 p.m.
2 „	4 30 p.m.	Jura	Montreal Ocean	British	Portland	Londonderry	13 „	8 0 a.m.
6 „	9 32 a.m.	Persia	Cunard	ditto	New York	Queenstown	16 „	2 28 „
9 „	noon	New York	North German Lloyd	United States	ditto	—	—	—
9 „	noon	City of Manchester	Liverpool, New York, and Philadelphia.	ditto	ditto	Queenstown	22 May	7 30 p.m.
11 „	5 0 a.m.	St. Andrew	Montreal Ocean	British	Portland	Londonderry	27 „	2 40 p.m.
13 „	11 25 „	Europa	Cunard	ditto	Boston	Halifax	15 „	7 8 a.m.
						Queenstown	25 „	4 58 „
16 „	noon	City of Washington	Liverpool, New York and Philadelphia.	United Sates	New York	ditto	29 „	3 0 „
16 „	9 45 a.m.	Norwegian	Montreal Ocean	British	Quebec	Londonderry	27 „	7 15 p.m.
20 „	9 10 „	Australasian	Cunard	ditto	New York	Queenstown	29 „	5 20 „
23 „	noon	City of New York	Liverpool, New York, and Philadelphia.	United States	ditto	ditto	2 June	5 30 a.m.
23 „	10 30 a.m.	Bohemian	Montreal Ocean	British	Quebec	Londonderry	2 „	6 0 p.m.
27 „	1 50 p.m.	America	Cunard	ditto	Boston	Halifax	29 May	6 30 a.m.
						Queenstown	7 June	0 15 „
30 „	noon	Borussia	Hamburg American	United States	New York	—	—	—
30 „	noon	City of Baltimore	Liverpool, New York, and Philadelphia.	ditto	ditto	Queenstown	10 June	0 15 a.m.
30 „	0 30 p.m.	North American	Montreal Ocean	British	Quebec	Londonderry	10 „	4 0 p.m.
3 June	3 25 p.m.	China	Cunard	ditto	New York	Queenstown	12 „	5 40 p.m.
6 „	noon	Hansa	North German Lloyd	United States	ditto	—	—	—
6 „	noon	Etna	Liverpool, New York, and Philadelphia.	ditto	ditto	Queenstown	16 June	6 0 p.m.
6 „	10 5 a.m.	Hibernian	Montreal Ocean	British	Quebec	Londonderry	17 „	8 10 „
10 „	11 50 „	Asia	Cunard	ditto	Boston	Halifax	11 „	8 45 p.m.
						Queenstown	20 „	9 55 a.m.
13 „	noon	Edinburgh	Liverpool, New York, and Philadelphia.	United States	New York	ditto	24 „	6 10 p.m.
13 „	10 0 a.m.	Jura	Montreal Ocean	British	Quebec	Londonderry	23 „	7 5 a.m.
17 „	4 20 p.m.	Persia	Cunard	ditto	New York	Queenstown	27 „	1 25 a.m.
20 „	noon	America	North German Lloyd	United States	ditto	—	—	—
20 „	noon	Glasgow	Liverpool, New York, and Philadelphia.	ditto	ditto	Queenstown	3 July	2 45 p.m.
20 „	10 0 a.m.	Nova Scotian	Montreal Ocean	British	Quebec	Londonderry	1 „	7 25 „
24 „	1 0 p.m.	Africa	Cunard	ditto	Boston	Halifax	26 June	1 45 a.m.
						Queenstown	4 July	7 30 „
27 „	noon	City of New York	Liverpool, New York, and Philadelphia.	United States	New York	ditto	7 „	7 45 „
27 „	11 15 a.m.	St. Andrew	Montreal Ocean	British	Quebec	Londonderry	12 „	3 10 „
1 July	4 15 p.m.	Scotia	Cunard	ditto	New York	Queenstown	10 „	noon
4 „	noon	Bremen	North German Lloyd	United States	ditto	—	—	—
4 „	noon	City of Manchester	Liverpool, New York, and Philadelphia.	ditto	ditto	Queenstown	16 July	6 15 p.m.
4 „	10 45 a.m.	Bohemian	Montreal Ocean	British	Quebec	Londonderry	15 „	5 50 „
8 „	1 20 p.m.	Canada	Cunard	ditto	Boston	Halifax	10 „	8 46 a.m.
						Queenstown	19 „	5 24 „
11 „	noon	City of Baltimore	Liverpool, New York, and Philadelphia.	United States	New York	ditto	23 „	6 30 p.m.
11 „	9 40 a.m.	North American	Montreal Ocean	British	Quebec	Londonderry	22 „	4 25 „
16 „	5 0 a.m.	China	Cunard	ditto	New York	Queenstown	25 „	7 32 „
18 „	noon	City of Washington	Liverpool, New York, and Philadelphia.	United States	ditto	ditto	28 „	5 20 „
18 „	10 0 a.m.	Hibernian	Montreal Ocean	British	Quebec	Londonderry	28 „	8 50 a.m.
22 „	11 45 „	Asia	Cunard	ditto	Boston	Halifax	24 „	1 22 „
						Queenstown	1 Aug.	9 35 p.m.
25 „	noon	Borussia	Hamburg American	United States	New York	—	—	—
25 „	noon	Edinburgh	Liverpool, New York, and Philadelphia.	ditto	ditto	Queenstown	5 Aug.	0 5 p.m.
25 „	9 40 a.m.	Jura	Montreal Ocean	British	Quebec	Londonderry	5 „	1 24 a.m.
29 „	3 10 p.m.	Persia	Cunard	ditto	New York	Queenstown	7 „	11 32 p.m.
1 Aug.	noon	Hansa	North German Lloyd	United States	ditto	—	—	—
1 „	noon	City of London	Liverpool, New York, and Philadelphia.	ditto	ditto	Queenstown	11 Aug.	9 30 a.m.
1 „	10 0 a.m.	Nova Scotian	Montreal Ocean	British	Quebec	Londonderry	13 „	2 30 „
5 „	0 6 p.m.	Africa	Cunard	ditto	Boston	Halifax	7 „	5 25 „
						Queenstown	15 „	8 37 p.m.
8 „	noon	City of New York	Liverpool, New York, and Philadelphia.	United States	New York	ditto	18 „	4 0 a.m.

HOMEWARD MAILS—*continued.*

8. Date of Departure from Ports of Call.		9. Port of Arrival.	10. Date of Arrival of Packet.		11. Duration of Passage.	12. Total Stoppages at Intermediate Ports.	13. Mails Dispatched from New York.		14. Mails Arrived in London.		15. Time occupied in Transmission of Mails.	16. Whether Packet Subsidized, or Carrying Mails for Postage.
Day.	Hour.		Day.	Hour.			Day.	Hour.	Day.	Hour.		
1863:	H. M.		1863:	H. M.	D. H.	HOURS.	1863:	H. M.	1863:	H. M.	D. H.	
3 May	3 15 a.m.	Liverpool	3 May	10 5 p.m.	11 12	1½	22 Apr.	10 10 a.m.	4 May	7 24 a.m.	11 21¼	Subsidized.
—	—	Southampton	7 „	11 0 a.m.	11 23	—	25 „	noon	7 „	3 25 p.m.	12 3½	For postage.
— No return —		Liverpool	6 „	2 5 p.m.	11 2	—	25 „	noon	Brought mails for Ireland only.		—	— ditto.
5 May	8 15 p.m.	ditto	6 „	1 15 „	10 18¾	0½	— No return —		6 May	6 55 „	—	Subsidized.
1 „	5 35 a.m.	ditto	10 „	2 55 a.m.	10 40¾	2¼	— No return —		10 „	7 22 a.m.	—	— ditto.
9 „	7 45 „											
—	—	Southampton	14 „	6 0 „	11 18	—	2 May	noon	14 „	10 15 „	11 22¼	For postage.
— No return —		Liverpool	14 „	4 25 p.m.	12 4½	—	2 „	noon	Brought mails for Ireland only.		—	— ditto.
13 May	8 30 a.m.	ditto	14 „	6 0 a.m.	11 13½	0½	— No return —		14 May	7 45 „	—	Subsidized.
16 „	3 15 „	ditto	16 „	8 14 p.m.	10 10¾	0¾	6 May	9 32 a.m.	17 „	7 20 „	10 21¾	— ditto.
—	—	Southampton	22 „	5 30 „	13 5½	—	9 „	noon	22 „	11 0 „	13 11	For postage.
— No return —		Liverpool	24 „	1 0 a.m.	14 13	—	9 „	noon	Brought mails for Ireland only.		—	Subsidized.
27 May	3 0 p.m.	ditto	28 „	6 0 p.m.	17 13	0¼	— No return —		28 May	6 50 p.m.	—	For postage.
15 „	8 32 a.m.	ditto	26 „	3 50 a.m.	12 16½	2¾	— No return —		26 „	7 25 a.m.	—	Subsidized.
25 „	6 15 „											
— No return —		ditto	30 „	6 55 a.m.	13 19	—	16 May	noon	30 „	3 7 p.m.	14 3	For postage.
27 May	7 30 p.m.	ditto	28 „	1 35 p.m.	12 3¾	0½	— No return —		28 „	6 50 „	—	Subsidized.
29 „	6 28 „	ditto	30 „	0 35 „	10 3½	1¼	20 May	9 10 a.m.	30 „	6 52 „	10 9¾	— ditto.
— No return —		ditto	3 June	2 10 a.m.	10 14¼	—	23 „	noon	3 June	11 15 a.m.	10 23¼	For postage.
2 June	6 30 p.m.	ditto	3 „	1 0 p.m.	11 2½	0½	— No return —		3 „	6 51 p.m.	—	Subsidized.
29 May	7 30 a.m.	ditto	8 „	2 35 a.m.	11 12¾	1½	— No return —		8 „	7 21 a.m.	—	— ditto.
7 June	0 40 „											
—	—	Southampton	11 „	10 0 p.m.	12 10	—	30 May	noon	12 „	2 35 „	12 14½	For postage.
— No return —		Liverpool	11 „	2 45 a.m.	11 14¾	—	30 „	noon	Brought mails for Ireland only.		—	— ditto.
10 June	4 40 p.m.	ditto	11 „	noon	11 23½	0¾	— No return —		11 June	6 45 p.m.	—	Subsidized.
12 „	6 15 „	ditto	13 „	0 20 p.m.	9 21	0½	3 June	3 25 p.m.	13 „	6 50 „	10 3½	— ditto.
—	—	Southampton	17 „	7 45 a.m.	10 19¾	—	6 „	noon	17 „	11 35 a.m.	10 23½	For postage.
— No return —		Liverpool	17 „	5 40 p.m.	11 5¾	—	6 „	noon	Brought mails for Ireland only.		—	— ditto.
17 June	8 20 p.m.	ditto	18 „	1 10 „	12 13	0¼	— No return —		18 „	6 55 p.m.	—	Subsidized.
11 „	10 27 „	ditto	21 „	4 58 a.m.	10 17¼	2	— No return —		21 „	7 10 a.m.	—	— ditto.
20 „	10 15 a.m.											
— No return —		ditto	25 „	5 55 p.m.	12 6	—	13 June	noon	26 „	5 7 „	12 17	For postage.
23 June	8 0 a.m.	ditto	24 „	3 0 a.m.	10 17	1	— No return —		24 „	7 18 a.m.	—	Subsidized.
27 „	2 55 „	ditto	27 „	7 35 h.m.	10 3½	1½	17 June	4 20 p.m.	28 „	7 25 „	10 15	— ditto.
—	—	Southampton	1 July	8 0 a.m.	10 20	—	20 „	noon	1 July	11 35 „	10 23½	For postage.
— No return —		Liverpool	4 „	5 45 p.m.	14 5¾	—	20 „	noon	Brought mails for Ireland only.		—	— ditto.
1 July	8 0 p.m.	ditto	2 „	8 30 „	12 10½	0½	— No return —		2 July	6 48 p.m.	—	Subsidized.
26 June	3 30 a.m.	ditto	5 „	4 22 a.m.	10 15¼	2¼	— No return —		5 „	7 7 a.m.	—	— ditto.
4 July	8 6 „											
— No return —		ditto	8 „	4 45 „	10 5	—	27 June	noon	8 „	3 20 p.m.	11 3¼	For postage.
— No return —		Glasgow	— No return —		—	—	— No return —		13 „	6 55 „	—	Subsidized.
10 July	2 20 p.m.	Liverpool	11 July	6 45 a.m.	9 14½	2¼	1 July	4 15 p.m.	11 „	6 48 „	10 2⅔	— ditto.
—	—	Southampton	17 „	1 0 „	12 13	—	4 „	noon	17 „	4 55 a.m.	12 17	For postage.
— No return —		Liverpool	17 „	8 20 p.m.	13 8¼	—	4 „	noon	Brought mails for Ireland only.		—	— ditto.
15 July	6 20 p.m.	ditto	16 „	1 0 „	12 2¼	0½	— No return —		16 July	6 47 p.m.	—	Subsidized.
10 „	10 24 a.m.	ditto	20 „	1 47 a.m.	11 12½	2¾	— No return —		20 „	7 15 a.m.	—	— ditto.
19 „	6 30 „											
— No return —		ditto	24 „	7 35 p.m.	13 7½	—	11 July	noon	25 „	5 10 „	13 17¼	For postage.
22 July	4 45 p.m.	ditto	23 „	noon	12 2¼	0¼	— No return —		23 „	6 48 p.m.	—	Subsidized.
25 „	8 35 „	ditto	26 „	4 53 p.m.	10 12	1	16 July	5 0 a.m.	27 „	5 6 a.m.	11 0	— ditto.
— No return —		ditto	29 „	4 35 „	11 4½	—	18 „	noon	29 „	11 35 p.m.	11 11½	For postage.
28 July	9 15 a.m.	ditto	29 „	5 15 a.m.	10 19¼	0½	— No return —		29 „	3 0 „	—	Subsidized.
24 „	3 35 „	ditto	2 Aug.	11 35 p.m.	11 11¾	2½	— No return —		3 Aug.	7 35 a.m.	—	— ditto.
1 Aug.	9 48 p.m.											
—	—	Southampton	6 „	8 0 „	12 8	—	25 July	noon	7 „	2 20 „	12 14½	For postage.
— No return —		Liverpool	6 „	1 0 „	12 1	—	25 „	noon	Brought mails for Ireland only.		—	— ditto.
5 Aug.	1 40 a.m.	ditto	5 „	8 10 „	11 10½	0¼	— No return —		6 Aug.	7 27 a.m.	—	Subsidized.
8 „	5 0 „	ditto	8 „	9 5 „	10 6	5¼	29 July	3 10 p.m.	9 „	7 25 „	10 16¼	— ditto.
—	—	Southampton	12 „	6 0 „	11 6	—	1 Aug.	noon	12 „	11 10 p.m.	11 11¼	For postage.
— No return —		Liverpool	12 „	8 25 a.m.	10 20½	—	1 „	noon	Brought mails for Ireland only.		—	— ditto.
13 Aug.	3 29 a.m.	ditto	13 „	11 30 p.m.	12 13½	0¾	— No return —		14 Aug.	10 30 a.m.	—	Subsidized.
7 „	6 37 „	ditto	16 „	11 0 p.m.	11 11	2¾	— No return —		17 „	7 20 „	—	— ditto.
15 „	10 15 p.m.											
— No return —		ditto	19 „	1 0 a.m.	10 13	—	8 Aug.	noon	19 „	10 35 „	10 22½	For postage.

HOMEWARD MAILS—*continued.*

1. Dispatch of Packet. Day.	1. Dispatch of Packet. Hour.	2. Name of Packet.	3. To what Company Packet belonged.	4. Whether British or United States.	5. Port of Departure.	7. Ports of Call.	7. Date of Arrival at Ports of Call. Day.	7. Date of Arrival at Ports of Call. Hour.
1863:	H. M.						1863:	H. M.
8 Aug.	10 0 a.m.	Damascus	Montreal Ocean	British	Quebec	Londonderry	19 Aug.	8 30 a.m.
12 „	2 17 p.m.	Scotia	Cunard	ditto	New York	Queenstown	21 „	6 10 „
15 „	noon	America	North German Lloyd	United States	ditto	—	—	—
15 „	noon	City of Manchester	Liverpool, New York, and Philadelphia.	ditto	ditto	Queenstown	27 Aug.	7 30 a.m.
15 „	9 40 a.m.	America	Montreal Ocean	British	Quebec	Londonderry	27 „	4 50 „
19 „	11 0 „	Arabia	Cunard	ditto	Boston	Halifax	21 „	0 55 a.m.
						Queenstown	28 „	8 30 p.m.
22 „	noon	Saxonia	Hamburg American	United States	New York	—	—	—
22 „	noon	Glasgow	Liverpool, New York, and Philadelphia.	ditto	ditto	Queenstown	3 Sept.	2 0 p.m.
22 „	9 45 a.m.	Bohemian	Montreal Ocean	British	Quebec	Londonderry	1 „	7 0 „
26 „	2 40 p.m.	China	Cunard	ditto	New York	Queenstown	4 „	6 24 „
29 „	noon	Bremen	North German Lloyd	United States	ditto	—	—	—
29 „	noon	City of Washington	Liverpool, New York, and Philadelphia.	ditto	ditto	Queenstown	8 Sept.	1 20 p.m.
29 „	9 55 a.m.	Hibernian	Montreal Ocean	British	Quebec	Londonderry	7 „	5 40 a.m.
2 Sept.	11 14 „	Asia	Cunard	ditto	Boston	Halifax	4 „	8 14 „
						Queenstown	12 „	6 10 p.m.
5 „	noon	City of London	Liverpool, New York, and Philadelphia.	United States	New York	ditto	15 „	1 50 „
5 „	10 0 a.m.	North American	Montreal Ocean	British	Quebec	Londonderry	14 „	6 0 „
8 „	noon	Hibernia	Atlantic Royal Mail	ditto	Boston	St. John's	12 „	1 20 „
9 „	0 45 p.m.	Persia	Cunard	ditto	New York	Queenstown	19 „	2 5 a.m.
12 „	noon	City of Baltimore	Liverpool, New York, and Philadelphia.	United States	ditto	ditto	23 „	3 15 „
12 „	9 45 a.m.	Jura	Montreal Ocean	British	Quebec	Londonderry	21 „	7 35 „
16 „	10 10 „	Africa	Cunard	ditto	Boston	Halifax	17 „	8 25 p.m.
						Queenstown	25 „	8 37 „
19 „	noon	Germania	Hamburg American	United States	New York	—	—	—
19 „	noon	City of New York	Liverpool, New York, and Philadelphia.	ditto	ditto	Queenstown	28 Sept.	4 25 p.m.
19 „	10 0 a.m.	Nova Scotian	Montreal Ocean	British	Quebec	Londonderry	29 „	0 30 „
22 „	11 45 „	Adriatic	Atlantic Royal Mail	ditto	New York	St. John's	26 „	10 0 „
23 „	1 0 p.m.	Scotia	Cunard	ditto	ditto	Queenstown	2 Oct.	5 8 a.m.
26 „	noon	Hansa	North German Lloyd	United States	ditto	—	—	—
26 „	noon	Etna	Liverpool, New York, and Philadelphia.	ditto	ditto	Queenstown	7 Oct.	3 0 „
26 „	9 40 a.m.	Damascus	Montreal Ocean	British	Quebec	Londonderry	6 „	11 0 „
30 „	10 15 „	Arabia	Cunard	ditto	Boston	Halifax	2 „	1 52 „
						Queenstown	10 „	5 27 „
3 Oct.	noon	City of Washington	Liverpool, New York, and Philadelphia.	United States	New York	ditto	14 „	7 0 „
3 „	9 40 a.m.	America	Montreal Ocean	British	Quebec	Londonderry	14 „	11 30 p.m.
6 „	11 30 „	Anglia	Atlantic Royal Mail	ditto	Boston	St. John's	10 „	7 30 „
7 „	0 10 p.m.	China	Cunard	ditto	New York	Queenstown	16 „	11 25 „
10 „	noon	America	North German Lloyd	United States	ditto	—	—	—
10 „	noon	City of Manchester	Liverpool, New York, and Philadelphia.	ditto	ditto	Queenstown	22 Oct.	6 0 a.m.
10 „	10 0 a.m.	Bohemian	Montreal Ocean	British	Quebec	Londonderry	21 „	5 15 „
14 „	10 35 „	Europa	Cunard	ditto	Boston	Halifax	15 „	11 50 p.m.
						Queenstown	25 „	9 53 a.m.
17 „	noon	Saxonia	Hamburg American	United States	New York	—	—	—
17 „	noon	City of London	Liverpool, New York, and Philadelphia.	ditto	ditto	Queenstown	27 Oct.	10 45 p.m.
17 „	11 0 a.m.	North American	Montreal Ocean	British	Quebec	Londonderry	27 „	3 0 a.m.
20 „	10 0 „	Columbia	Atlantic Royal Mail	ditto	New York	St. John's	25 „	8 30 p.m.
21 „	0 35 p.m.	Persia	Cunard	ditto	ditto	Queenstown	31 „	9 26 a.m.
24 „	noon	Bremen	North German Lloyd	United States	ditto	—	—	—
24 „	noon	City of Baltimore	Liverpool, New York, and Philadelphia.	ditto	ditto	Queenstown	5 Nov.	7 45 a.m.
24 „	0 30 p.m.	Jura	Montreal Ocean	British	Quebec	Londonderry	2 „	9 30 „
28 „	11 30 a.m.	Olympus	Cunard	ditto	Boston	Halifax	30 Oct.	10 15 „
						Queenstown	9 Nov.	4 5 p.m.
31 „	noon	City of New York	Liverpool, New York, and Philadelphia.	United States	New York	ditto	10 „	5 15 a.m.
31 „	10 25 a.m.	Hibernian	Montreal Ocean	British	Quebec	Londonderry	10 „	10 18 „
3 Nov.	3 15 p.m.	Hibernia	Atlantic Royal Mail	ditto	Boston	St. John's	7 „	1 25 p.m.
4 „	0 30 „	Scotia	Cunard	ditto	New York	Queenstown	13 „	3 35 a.m.
7 „	noon	Etna	Liverpool, New York, and Philadelphia.	United States	ditto	ditto	18 „	1 30 „
7 „	9 50 a.m.	Damascus	Montreal Ocean	British	Quebec	Londonderry	17 „	2 15 p.m
11 „	10 47 „	Canada	Cunard	ditto	Boston	Halifax	13 „	1 33 a.m.
						Queenstown	22 „	8 47 „
14 „	noon	Germania	Hamburg American	United States	New York	—	—	—

HOMEWARD MAILS—*continued.*

8. Date of Departure from Ports of Call. Day.	Hour.	9. Port of Arrival.	10. Date of Arrival of Packet. Day.	Hour.	11. Duration of Passage.	12. Total Stoppages at Intermediate Ports.	13. Mails Dispatched from New York. Day.	Hour.	14. Mails Arrived in London. Day.	Hour.	15. Time occupied in Transmission of Mails.	16. Whether Packet Subsidized, or Carrying Mails for Postage.
1863:	H. M.		1863:	H. M.	D. H.	HOURS.	1863:	H. M.	1863:	H. M.	D. H.	
19 Aug.	9 0 a.m.	Liverpool	20 Aug.	3 15 a.m.	11 17½	0½	No return		20 Aug.	7 26 a.m.	- -	Subsidized.
21 „	8 20 „	ditto	22 „	5 17 „	9 15	2¼	12 Aug.	2 17 p.m.	22 „	7 17 „	19 17	ditto.
-	- -	Southampton	26 „	midnight	11 12	- -	15 „	noon	27 „	5 5 „	11 17	For postage.
No return		Liverpool	28 „	8 55 a.m.	12. 21	- -	15 „	noon	Brought mails for Ireland only.		- -	ditto.
27 Aug.	6 0 a.m.	ditto	28 „	4 0 „	12 18¾	1¼	No return		28 Aug.	7 20 a.m.	- -	Subsidized.
21 „	2 25 „	ditto	29 „	3 37 p.m.	10 4½	1¾	No return		29 „	6 45 p.m.	- -	ditto.
28 „	8 47 p.m.											
-	- -	Southampton	3 Sept.	8 30 a.m.	11 20½	- -	22 Aug.	noon	3 Sept.	11 35 a.m.	11 23½	For postage.
No return		Liverpool	4 „	2 0 p.m.	13 2	- -	22 „	noon	Brought mails for Ireland only.		- -	ditto.
1 Sept.	7 30 p.m.	ditto	2 „	3 25 „	11 5¾	0¼	No return		2 Sept.	6 47 p.m.	- -	Subsidized.
4 „	7 5 „	ditto	5 „	2 0 „	9 23¼	0¾	26 Aug.	2 40 p.m.	5 „	6 54 „	10 4¼	ditto.
-	- -	Southampton	10 „	9 0 „	12 9	- -	29 „	noon	11 „	0 55 a.m.	12 13	For postage.
No return		Liverpool	9 „	11 5 a.m.	10 23	- -	29 „	noon	Brought mails for Ireland only.		- -	ditto.
7 Sept.	6 10 a.m.	ditto	7 „	10 43 p.m.	9 12¾	0½	No return		8 Sept.	7 37 a.m.	- -	Subsidized.
4 „	9 44 „	ditto	13 „	2 47 „	11 3½	2¼	No return		14 „	5 14 „	- -	ditto.
12 „	7 0 p.m.											
No return		ditto	16 „	0 10 „	11 0¼	- -	5 Sept.	noon	16 „	9 50 p.m.	11 9¾	For postage.
14 Sept.	7 0 p.m.	ditto	15 „	1 0 „	10 3	1	No return		15 „	6 53 „	- -	Subsidized.
12 „	2 58 „	Galway	19 „	4 20 „	11 4¼	1¾	No return		21 „	5 10 a.m.	- -	ditto.
19 „	3 50 a.m.	Liverpool	20 „	5 20 a.m.	10 16½	1¾	9 Sept.	0 45 p.m.	20 „	7 45 „	10 19	ditto
No return		ditto	24 „	2 20 „	11 14¼	- -	12 „	noon	24 „	11 3 „	11 23	For postage.
21 Sept.	7 50 a.m.	ditto	22 „	6 40 „	9 21	0¼	No return		22 „	7 35 „	- -	Subsidized.
17 „	10 45 p.m.	ditto	26 „	8 5 p.m.	10 10	2¾	No return		26 „	6 58 p.m.	- -	ditto.
25 „	9 7 „											
-	- -	Southampton	30 „	11 0 a.m.	10 23	- -	19 Sept.	noon	30 „	1 40 „	11 1¾	For postage.
No return		Liverpool	29 „	0 45 p.m.	10 0¾	- -	19 „	noon	Brought mails for Ireland only.		- -	ditto.
29 Sept.	1 30 p.m.	ditto	30 „	11 40 a.m.	11 2	1	No return		30 Sept.	7 5 p.m.	- -	Subsidized.
27 „	4 30 a.m.	Galway	4 Oct.	1 0 p.m.	12 1½	6½	22 Sept.	11 45 a.m.	5 Oct.	7 0 „	13 7¼	ditto.
2 Oct.	6 30 „	Liverpool	3 „	6 3 a.m.	9 17	1¼	23 „	1 0 p.m.	3 „	7 38 a.m.	9 18¾	ditto.
-	- -	Southampton	8 „	9 30 „	11 21½	- -	26 „	noon	8 „	0 55 p.m.	12 1	For postage.
No return		Liverpool	8 „	9 30 „	11 21½	- -	26 „	noon	Brought mails for Ireland only.		- -	ditto.
6 Oct.	11 40 a.m.	ditto	7 „	4 40 p.m.	11 7	0¾	No return		8 Oct.	5 13 a.m.	- -	Subsidized.
2 „	3 19 „	ditto	11 „	7 33 a.m.	10 21¼	2	No return		11 „	7 38 „	- -	ditto.
10 „	6 6 „											
No return		ditto	15 „	6 5 „	11 18	- -	3 Oct.	noon	15 „	3 10 p.m.	12 3¼	For postage.
15 Oct.	0 10 a.m.	ditto	15 „	10 15 p.m.	12 12½	0¾	No return		16 „	5 10 a.m.	- -	Subsidized.
11 „	1 45 „	Galway	18 „	11 30 a.m.	12 0	6¼	No return		19 „	7 30 „	- -	ditto.
16 „	11 55 p.m.	Liverpool	18 „	1 55 „	10 13¾	0¾	7 Oct.	0 10 p.m.	18 „	7 34 „	10 19½	ditto.
-	- -	Southampton	22 „	5 0 „	11 17	- -	10 „	noon	22 „	10 10 „	11 22¼	For postage.
No return		Liverpool	22 „	8 30 „	11 20½	- -	10 „	noon	Brought mails for Ireland only.		- -	ditto.
21 Oct.	5 35 a.m.	ditto	22 „	7 0 „	11 21	0¼	No return		22 Oct.	7 30 a.m.	- -	Subsidized.
16 „	2 6 „	ditto	26 „	8 5 „	11 21½	3	No return		26 „	7 30 „	- -	ditto.
25 „	10 30 „											
-	- -	Southampton	29 „	2 30 p.m.	12 2½	- -	17 Oct.	noon	29 „	6 20 „	12 6¼	For postage.
No return		Liverpool	28 „	9 10 „	11 9¼	- -	17 „	noon	Brought mails for Ireland only.		- -	ditto.
27 Oct.	4 0 a.m.	ditto	28 „	8 30 a.m.	10 21½	1	No return		28 Oct.	7 31 a.m.	- -	Subsidized.
25 „	10 30 p.m.	Galway	2 Nov.	2 30 „	12 16½	2	20 Oct.	10 0 a.m.	3 Nov.	7 58 „	13 22	ditto.
31 „	10 55 a.m.	Liverpool	1 „	3 42 „	10 15	1½	21 „	0 35 p.m.	1 „	7 4 „	10 18½	ditto.
-	- -	Southampton	7 „	1 0 „	13 13	- -	24 „	noon	7 „	5 5 „	13 17	For postage.
No return		Liverpool	6 „	8 50 „	12 20¾	- -	24 „	noon	Brought mails for Ireland only.		- -	ditto.
2 Nov.	10 0 a.m.	ditto	3 „	4 30 „	9 16	0½	No return		3 Nov.	3 10 p.m.	- -	Subsidized.
30 Oct.	1 0 p.m.	ditto	10 „	8 54 p.m.	13 9½	3¾	No return		10 „	6 55 „	- -	ditto.
9 Nov.	5 10 „											
No return		ditto	11 „	1 5 a.m.	10 13	- -	31 Oct.	noon	11 „	11 22 a.m.	10 23¼	For postage.
10 Nov.	10 33 a.m.	ditto	11 „	6 5 „	10 19¾	0¼	No return		11 „	3 20 p.m.	- -	Subsidized.
7 „	3 15 p.m.	Galway	14 „	4 40 p.m.	11 1½	1¾	No return		16 „	5 10 a.m.	- -	ditto.
13 „	5 6 a.m.	Liverpool	14 „	1 5 a.m.	9 12½	1½	4 Nov.	0 30 p.m.	14 „	7 32 „	9 19	ditto.
No return		ditto	19 „	5 50 „	11 17¾	- -	7 „	noon	19 „	3 5 p.m.	12 3	For postage.
17 Nov.	2 40 p.m.	ditto	18 „	2 0 p.m.	11 4¼	0½	No return		18 „	6 54 „	- -	Subsidized.
13 „	3 20 a.m.	ditto	23 „	8 3 a.m.	11 21¼	2¼	No return		23 „	7 40 a.m.	- -	ditto.
22 „	9 20 „											
-	- -	Southampton	25 „	4 30 p.m.	11 4½	- -	14 Nov.	noon	25 „	7 57 p.m.	11 8	For postage.

HOMEWARD MAILS—*continued.*

1. Dispatch of Packet. Day.	1. Dispatch of Packet. Hour.	2. Name of Packet.	3. To what Company Packet belonged.	4. Whether British or United States.	5. Port of Departure.	6. Ports of Call.	7. Date of Arrival at Ports of Call. Day.	7. Date of Arrival at Ports of Call. Hour.
1863:	H. M.						1863:	H. M.
14 Nov.	noon	City of Washington	Liverpool, New York, and Philadelphia.	United States	New York	Queenstown	26 Nov.	0 5 a.m.
14 ,,	11 0 a.m.	Nova Scotian	Montreal Ocean	British	Quebec	Londonderry	26 ,,	2 50 ,,
17 ,,	11 50 ,,	Adriatic	Atlantic Royal Mail	ditto	New York	St. John's	21 ,,	1 45 p.m.
18 ,,	0 16 p.m.	China	Cunard	ditto	ditto	Queenstown	29 ,,	9 13 a.m.
21 ,,	noon	Hansa	North German Lloyd	United States	ditto	—	—	—
21 ,,	noon	Edinburgh	Liverpool, New York, and Philadelphia.	ditto	ditto	Queenstown	2 Dec.	3 15 p.m.
21 ,,	9 45 a.m.	Bohemian	Montreal Ocean	British	Quebec	Londonderry	2 ,,	2 10 a.m.
25 ,,	10 20 ,,	Asia	Cunard	ditto	Boston	Halifax Queenstown	26 Nov. 5 Dec.	10 15 p.m. 7 30 a.m.
28 ,,	noon	City of London	Liverpool, New York, and Philadelphia.	United States	New York	ditto	8 ,,	1 35 p.m.
28 ,,	4 30 p.m.	North American	Montreal Ocean	British	Portland	Londonderry	8 ,,	3 40 ,,
1 Dec.	—	Voyage omitted.						
2 ,,	11 45 a.m.	Persia	Cunard	British	New York	Queenstown	11 ,,	8 50 ,,
5 ,,	noon	America	North German Lloyd	United States	ditto	—	—	—
5 ,,	noon	City of Baltimore	Liverpool, New York, and Philadelphia.	ditto	ditto	Queenstown	17 Dec.	11 0 a.m.
5 ,,	4 0 p.m.	America	Montreal Ocean	British	Portland	Londonderry	18 ,,	1 0 p.m.
9 ,,	10 25 a.m.	Arabia	Cunard	ditto	Boston	Halifax Queenstown	11 ,, 20 ,,	9 50 a.m. 1 50 ,,
12 ,,	noon	Saxonia	Hamburg American	United States	New York	—	—	—
12 ,,	9 0 a.m.	City of New York	Liverpool, New York, and Philadelphia,	ditto	ditto	Queenstown	21 Dec.	noon
12 ,,	5 5 p.m.	Hibernian	Montreal Ocean	British	Portland	Londonderry	22 ,,	8 20 a.m.
15 ,,	10 45 a.m.	Columbia	Atlantic Royal Mail	ditto	New York	St. John's	20 ,,	4 0 p.m.
16 ,,	11 0 ,,	Scotia	Cunard	ditto	ditto	Queenstown	24 ,,	9 4 ,,
19 ,,	noon	Bremen	North German Lloyd	United States	ditto	—	—	—
19 ,,	noon	Etna	Liverpool, New York, and Philadelphia.	ditto	ditto	Queenstown	30 Dec.	6 0 p.m.
19 ,,	5 15 p.m.	Damascus	Montreal Ocean	British	Portland	Londonderry	1864: 1 Jan.	7 35 ,,
23 ,,	10 13 a.m.	Canada	Cunard	ditto	Boston	Halifax Queenstown	1863: 25 Dec. 1864: 4 Jan.	8 55 a.m. 1 10 p.m.
26 ,,	2 0 p.m.	City of Washington	Liverpool, New York, and Philadelphia.	United States	New York	—	7 ,,	0 15 a.m.
26 ,,	9 30 ,,	Nova Scotian	Montreal Ocean	British	Portland	Londonderry	7 ,,	3 0 p.m.
29 ,,	1 45 ,,	Hibernia	Atlantic Royal Mail	ditto	Boston	St. John's	2 ,,	5 30 a.m.
30 ,,	10 55 a.m.	Australasian	Cunard	ditto	New York	Queenstown	8 ,,	6 25 p.m.

General Post Office.—In the case of all Mail Packets sailing from New York, the day and hour given in Column 13 are those on which the Packets

General Post Office,
May 1864.

HOMEWARD MAILS—*continued.*

8. Date of Departure from Ports of Call.		9. Port of Arrival.	10. Date of Arrival of Packet.		11. Duration of Passage.	12. Total Stoppages at Intermediate Ports.	13. Mails Dispatched from New York.		14. Mails Arrived in London.		15. Time occupied in Transmission of Mails.	16. Whether Packet Subsidized, or Carrying Mails for Postage.
Day.	Hour.		Day.	Hour.			Day.	Hour.	Day.	Hour.		
1863:	H. M.		1863:	H. M.	D. H.	HOURS.	1863:	H. M.	1863:	H. M.	D. H.	
- No return -		Liverpool -	27 Nov.	1 5 a.m.	12 13	- -	14 Nov.	noon	Brought mails for Ireland only.		- -	For postage.
26 Nov.	3 10 a.m.	- ditto -	27 „	10 35 „	12 23½	0½	- No return -		27 Nov.	7 43 a.m.	- -	Subsidized.
21 „	3 18 p.m.	Galway -	28 „	9 15 „	10 21½	1½	17 Nov.	11 50 a.m.	29 „	7 40 „	11 19¾	- ditto.
29 „	10 10 a.m.	Liverpool	30 „	0 25 p.m.	12 0	1	18 „	0 16 p.m.	30 „	7 20 „	11 19	- ditto.
-	- -	Southampton	3 Dec.	1 30 „	12 1½	- -	21 „	noon	3 Dec.	6 30 p.m.	12 6½	For postage.
- No return -		Liverpool -	4 „	6 55 a.m.	12 19	- -	21 „	noon	Brought mails for Ireland only.		- -	- ditto.
2 Dec.	2 25 a.m.	- ditto -	3 „	2 0 „	11 16¼	0¼	- No return -		3 Dec.	10 40 a.m.	- -	Subsidized.
26 Nov.	11 45 p.m.	- ditto -	6 „	6 0 „	10 19¾	2¾	- No return -		6 „	7 30 „	- -	- ditto.
5 Dec.	8 40 a.m.											
- No return -		- ditto -	9 „	11 10 „	10 23¼	- -	28 Nov.	noon	9 „	5 40 p.m.	11 5¾	For postage.
8 Dec.	4 10 p.m.	- ditto -	9 „	10 30 „	10 18	0½	- No return -		10 „	7 34 a.m.	- -	Subsidized.
11 „	10 6 „	- ditto -	12 „	2 47 p.m.	10 3	1¼	2 Dec.	11 45 a.m.	12 „	7 0 p.m.	10 7¼	- ditto.
-	- -	Southampton	16 „	1 0 „	11 1	- -	5 „	noon	16 „	4 35 „	11 4½	For postage.
- No return -		Liverpool -	18 „	0 35 „	13 0½	- -	5 „	noon	Brought mails for Ireland only.		- -	- ditto.
18 Dec.	2 0 p.m.	- ditto -	19 „	3 30 „	13 23½	1	- No return -		20 Dec.	7 25 a.m.	- -	Subsidized.
11 „	1 45 „	- ditto -	20 „	9 50 „	11 11¼	4¼	- No return -		21 „	7 40 „	- -	- ditto.
20 „	2 17 a.m.											
-	- -	Southampton	25 „	8 0 „	13 8	- -	12 Dec.	noon	25 „	11 40 p.m.	11 11¾	For postage.
- No return -		Liverpool -	22 „	9 20 a.m.	10 0¼	- -	12 „	9 0 a.m.	Brought mails for Ireland only.		- -	- ditto.
22 Dec.	8 30 a.m.	- ditto -	23 „	2 15 „	10 9¼	- -	- No return -		23 Dec.	8 5 a.m.	- -	- ditto.
21 „	8 0 „	Galway -	28 „	7 7 p.m.	13 8½	16	15 Dec.	10 45 a.m.	29 „	6 59 p.m.	14 8¾	Subsidized.
24 „	10 5 p.m.	Liverpool -	25 „	1 40 „	9 2¾	1	16 „	11 0 „	25 „	6 55 „	9 8	- ditto.
			1864:						1864:			
-	- -	Southampton	1 Jan.	1 0 „	13 1	- -	19 „	noon	1 Jan.	4 35 „	13 4½	For postage.
			1863:									
- No return -		Liverpool -	31 Dec.	8 6 „	12 8	- -	19 „	noon	Brought mails for Ireland only.		- -	- ditto.
1864:			1864:									
1 Jan.	8 0 p.m.	- ditto -	3 Jan.	4 30 a.m.	14 11¼	0½	- No return -		2 Jan.	7 5 p.m.	- -	Subsidized.
1863:												
25 Dec.	noon	- ditto -	5 „	1 0 p.m.	13 2¾	4½	- No return -		5 „	7 5 „	- -	- ditto.
1864:												
4 Jan.	2 35 p.m.											
- No return -		- ditto -	8 „	11 10 a.m.	12 21¼	- -	26 Dec.	2 0 p.m.	8 „	5 45 „	13 3¾	For postage.
7 Jan.	3 20 p.m.	ditto -	8 „	0 50 p.m.	12 15¼	0¼	- No return -		8 „	7 26 „	- -	Subsidized.
2 „	9 10 a.m.	Galway -	8 „	10 0 „	10 8¼	3¾	- No return -		9 „	7 37 „	- -	- ditto.
8 „	6 45 p.m.	Liverpool -	9 „	2 25 „	10 3½	0¼	30 Dec.	10 55 a.m.	9 „	7 37 „	10 10½	- ditto.

sailed from New York. In no other case can the hour at which the Mails were dispatched from New York be given.

William James Page,
Principal Clerk for Foreign and Colonial Business.

John Tilley,
Secretary.

RETURN of all TRANSATLANTIC STEAMERS (British or Foreign, and whether Carrying or not Carrying Mails) which, during the Year 1863, left any Port or Ports in the UNITED KINGDOM for any Port or Ports in NORTH AMERICA, arranged according to the Dates of their respective Departures; and, similar RETURN as to all TRANSATLANTIC STEAMERS which, during the same Year 1863, left any Port or Ports in NORTH AMERICA for any Port or Ports in the UNITED KINGDOM; also, a SUMMARY from the above RETURNS; &c.

(Mr. Scully.)

Ordered, by The House of Commons, *to be Printed.*
8 *June* 1864.

RETURN to an Order of the Honourable The House of Commons, dated 29 April 1864; - *for*,

RETURNS "of all SUMS of MONEY Received by the Board of Trade, or by the Receivers of Wreck for them, on account of UNCLAIMED WRECK, in right of the CROWN, to the present time:"

"And, of all SUMS of MONEY Received by them, or by their Receivers in the County of *Cornwall* (in continuation of Parliamentary Paper, No. 456, of Session 1862)."

RETURN of all SUMS of MONEY Received by the Board of Trade, or by the Receivers of Wreck for them, on account of UNCLAIMED WRECK, in right of the CROWN, to the present time (in continuation of Parliamentary Paper, No. 456, of Session 1862).

	Receipts for Proceeds of Wreck sold.	Payments to Owners, Salvors, and Others.	Excess of Receipts over Payments.	Excess of Payments over Receipts.
	£. s. d.	£. s. d.	£. s. d.	£. s. d.
Balance, as shown by Parliamentary Paper, No. 456, of Session 1862.	- -	- -	3,342 2 7	—
For Three Quarters of the Year 1862.	16,403 7 5	18,684 19 1	- -	2,281 11 8
For the Year 1863 - -	21,509 6 7	21,461 5 11	48 - 8	—
For One Quarter, to the 31st March 1864.	9,410 19 -	8,831 13 9	579 5 3	—
			3,969 8 6	2,281 11 8

Balance remaining in the hands of the Board of Trade to satisfy Claims yet to be established - - - - - - - - - - - £. 1,687. 16. 10.

Note.—The figures cannot be given up to the date of the Order, as the Accounts are only made up quarterly.

Board of Trade, 4 July 1864. *H. R. Williams*, Accountant.

RETURN of all SUMS of MONEY Received by the Board of Trade, or by their Receivers in the County of *Cornwall* (in continuation of Parliamentary Paper, No. 456, of Session 1862).

Receivers' Districts, being the Customs Ports.	Amount Received in 1862.	Amount Received in 1863.	Amount Received in Quarter ending 31 March 1864.
	£. s. d.	£. s. d.	£. s. d.
Falmouth - - - - - - - -	- -	28 5 8	3 19 2
Fowey - - - - - - - -	2 13 7	2 10 9	9 17 -
Padstow - - - - - - - -	25 16 9	21 7 8	—
Penzance - - - - - - - -	91 5 1	47 9 7	38 19 5
Scilly - - - - - - - -	107 10 11	31 10 7	—
Plymouth - - - - - - - -	12 16 7	3 9 1	39 10 5
Bideford - - - - - - - -	22 2 2	- -	3 4 7
	262 5 1	134 13 4	95 10 7
Deduct Expenditure in Excess of Income:			
Falmouth - - - - - - - -	10 1 7	—	—
Bideford - - - - - - - -	- -	- 19 7	—
Padstow - - - - - - - -	- -	- -	2 11 11
Scilly - - - - - - - -	- -	- -	3 5 8
TOTAL - - - £.	252 3 6	133 13 9	89 13 -

Board of Trade, 4 July 1864. *H. R. Williams*, Accountant.

UNCLAIMED WRECK.

RETURNS of all Sums of Money Received by the Board of Trade, or by the Receivers of Wreck for them, on account of Unclaimed Wreck, in right of the Crown, to the present time; and, of all Sums of Money Received by them or by their Receivers in the County of *Cornwall* (in continuation of Parliamentary Paper, No. 456, of Session 1862).

(*Mr. Rogers.*)

Ordered, by The House of Commons, *to be Printed,*
5 *July* 1864.

WEATHER FORECASTS.

RETURN to an Order of the Honourable The House of Commons, dated 8 April 1864;—*for*,

COPY "of any PAPERS or TABLES of OBSERVATIONS made by the BOARD of TRADE for recording the ACTUAL WEATHER corresponding to Admiral *FitzRoy*'s DAILY FORECASTS and occasional WARNING SIGNALS."

Board of Trade, April 1864. JAMES BOOTH.

(*Mr. Augustus Smith.*)

Ordered, by The House of Commons, *to be Printed*, 13 *April* 1864.

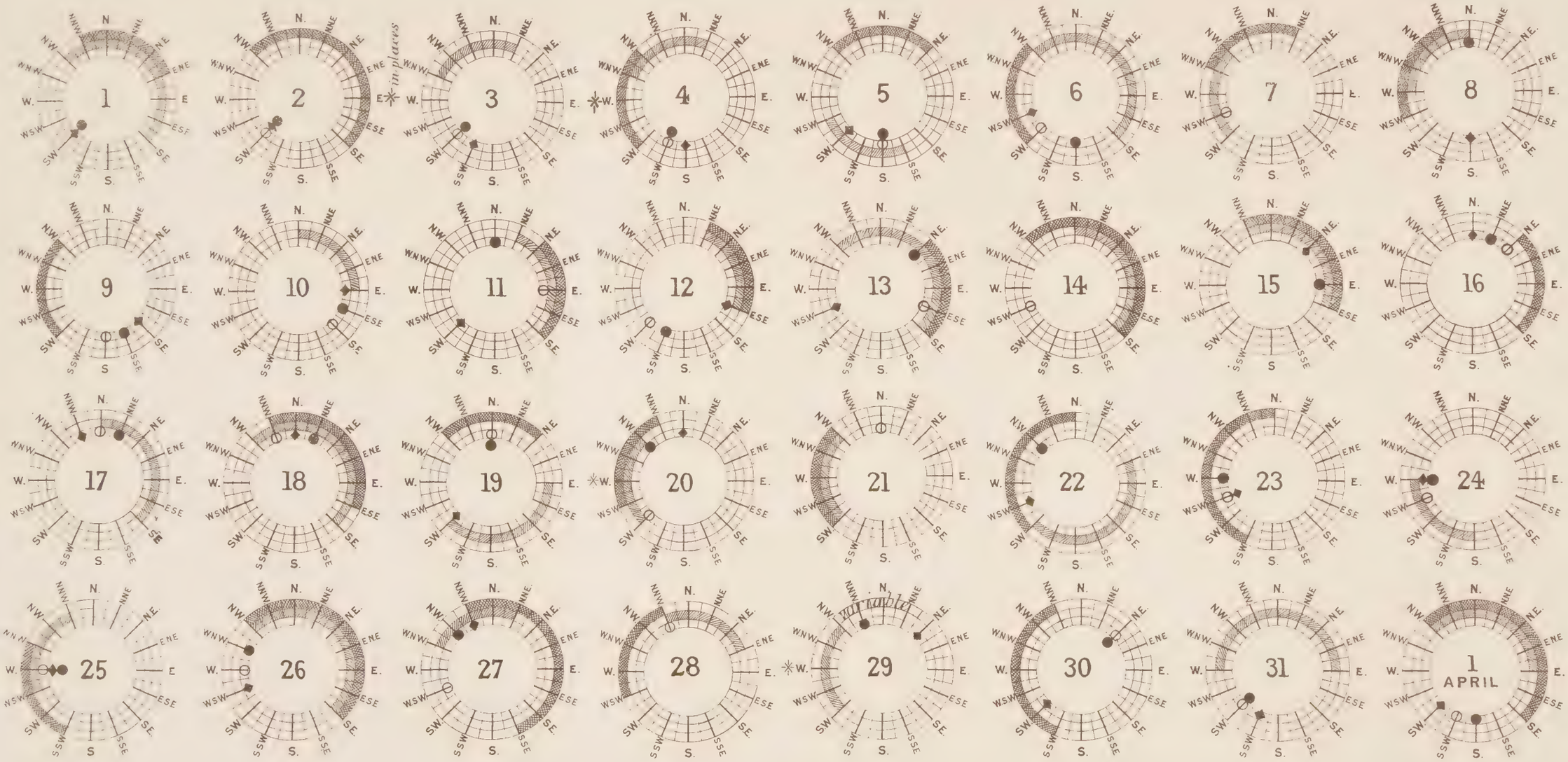
"COPIES of OBSERVATIONS made by the BOARD of TRADE for recording the actual "Weather corresponding to Admiral *FitzRoy*'s DAILY FORECASTS."

OBSERVATIONS have been recorded at the Board of Trade, in the forms given at the following pages (3 to 6), for the purpose of comparing the actual weather, following Admiral FitzRoy's daily weather forecasts. These forms have been prepared for the months of March, April, September, and October 1863, for each place in the United Kingdom named in the forecasts published in the daily papers. Those for Scarborough only have been printed as specimens. It is not thought necessary to incur the expense of printing the remainder.

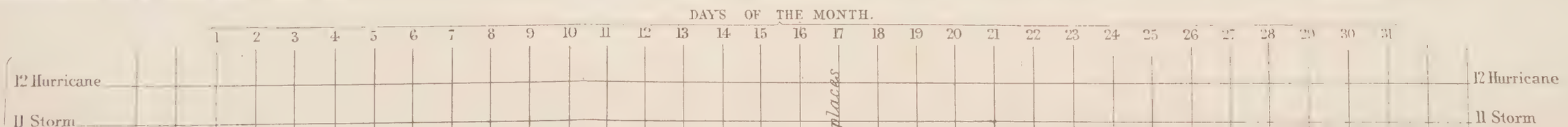
[SCARBORO'] WIND AND WEATHER, [MARCH, 1863.]

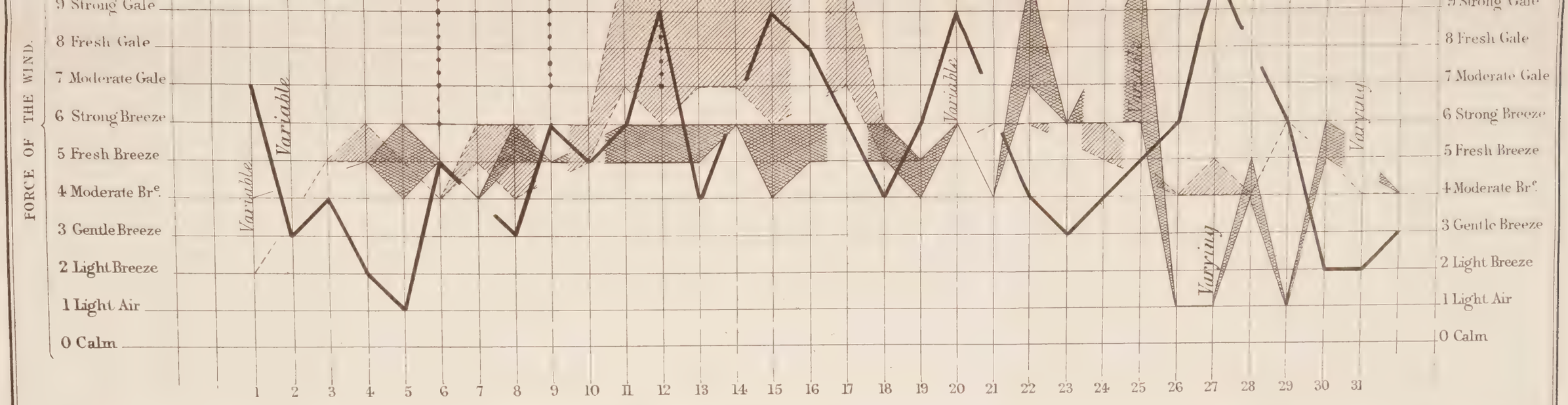
FORECAST AND ACTUAL STATE.

DIRECTION OF THE WIND.



FORCE OF THE WIND.





DAILY WEATHER FORECASTS

FOR THE MONTHS OF

MARCH, APRIL, SEPTEMBER AND OCTOBER,

1863.

These Diagrams are designed to shew the results of a comparison between the state of the weather indicated by Admiral Fitz Roy's forecasts and the actual state as reported by Admiral Fitz Roy in the daily papers.

DIRECTION OF THE WIND.

To shew the direction of the wind each day is represented by a circle with the date inside it. The outer part of the circle for any day, shaded thus ▭ *shews the forecast for that day published two days before, and the inner part of the circle shaded thus* ▭ *shews the forecast published one day before. The symbols shew the actual direction as reported,* ○ *at the commencement of the day,* ♦ *at the end of the day,* ● *at the time of the greatest force during the day.*

FORCE OF THE WIND.

On the Diagram for the force of the wind the thick black zig-zag line shews the maximum force reported during each day commencing at 8 a.m. The diagonal shaded parts shew the forecasts—the part shaded thus ▨ *being the forecast of two days before and the part shaded thus* ▨ *being the forecast of one day before*

The perpendicular lines of dots shew that a storm warning signal was sent out for the date against which the dots are placed.

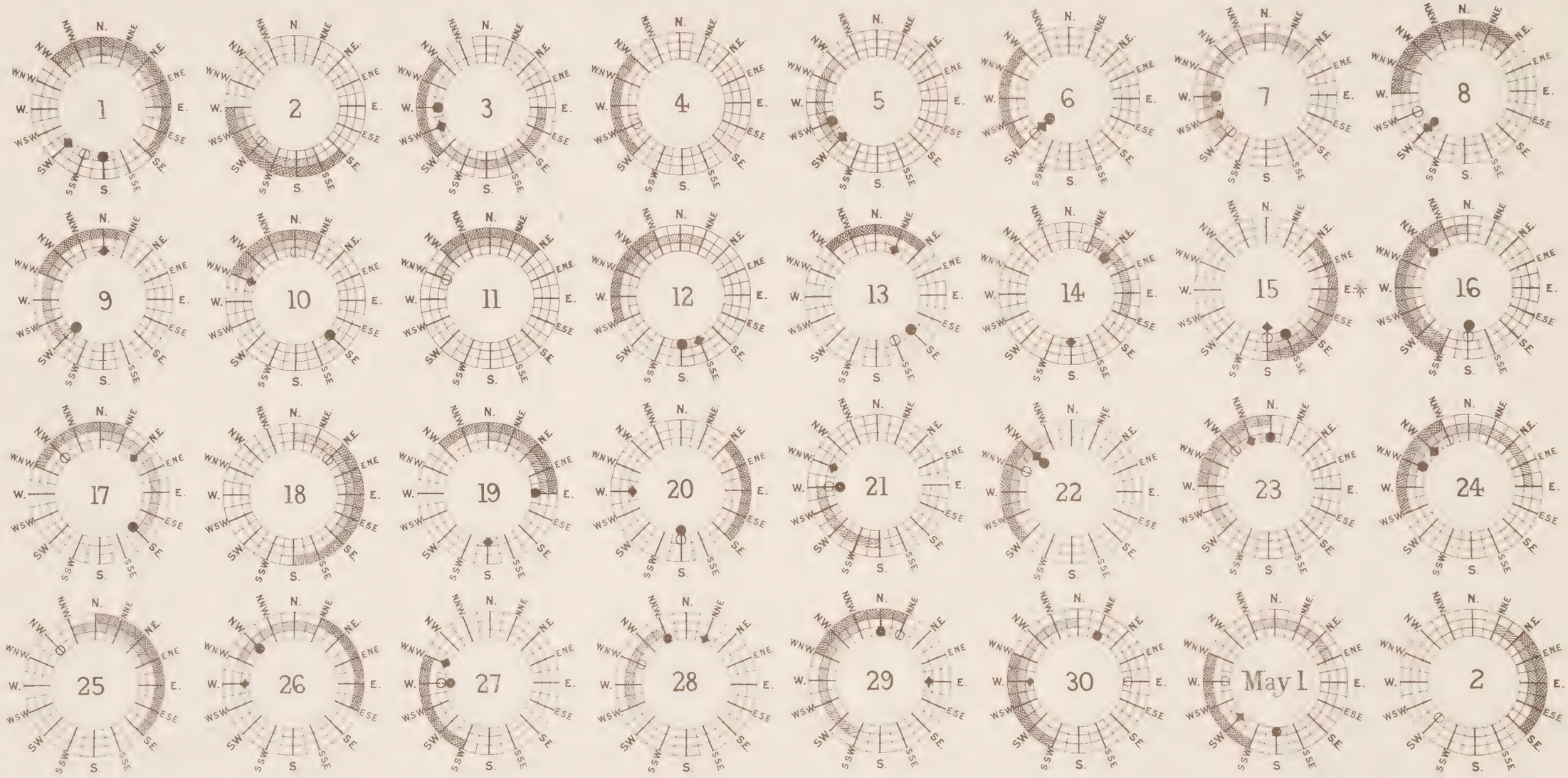
Board of Trade,
April 1864.

Nº 200.—Ordered, by the House of Commons, to be printed, 13 April 1864.

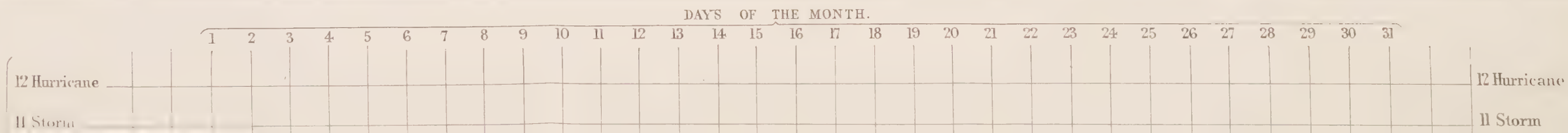
[SCARBORO'] WIND AND WEATHER, [APRIL 1863.]

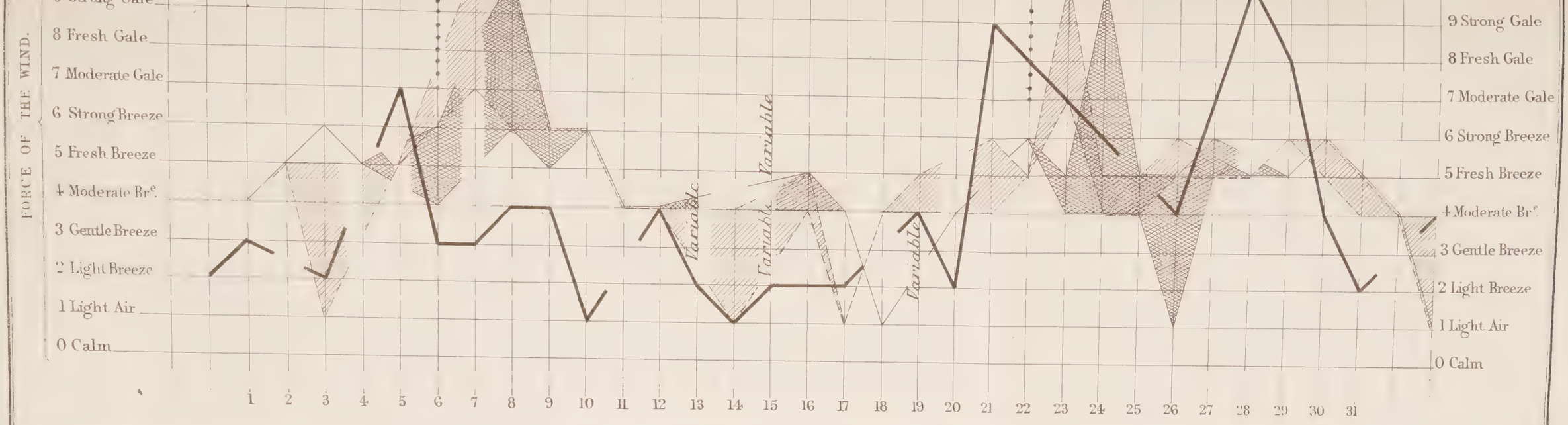
FORECAST AND ACTUAL STATE.

DIRECTION OF THE WIND.



FORCE OF THE WIND.





DAILY WEATHER FORECASTS

FOR THE MONTHS OF

MARCH, APRIL, SEPTEMBER AND OCTOBER,

1863.

These Diagrams are designed to shew the results of a comparison between the state of the weather indicated by Admiral Fitz Roy's forecasts and the actual state as reported by Admiral Fitz Roy in the daily papers.

DIRECTION OF THE WIND.

To shew the direction of the wind each day is represented by a circle with the date inside it. The outer part of the circle for any day, shaded thus ◠ *shews the forecast for that day published two days before, and the inner part of the circle shaded thus* ◠ *shews the forecast published one day before. The symbols shew the actual direction as reported,* ○ *at the commencement of the day,* ✦ *at the end of the day,* ● *at the time of the greatest force during the day.*

FORCE OF THE WIND.

On the Diagram for the force of the wind the thick black zig-zag line shews the maximum force reported during each day commencing at 8 a.m. The diagonal shaded parts shew the forecasts—the part shaded thus ◥ *being the forecast of two days before and the part shaded thus* ◥ *being the forecast of one day before.*

The perpendicular lines of dots shew that a storm warning signal was sent out for the date against which the dots are placed.

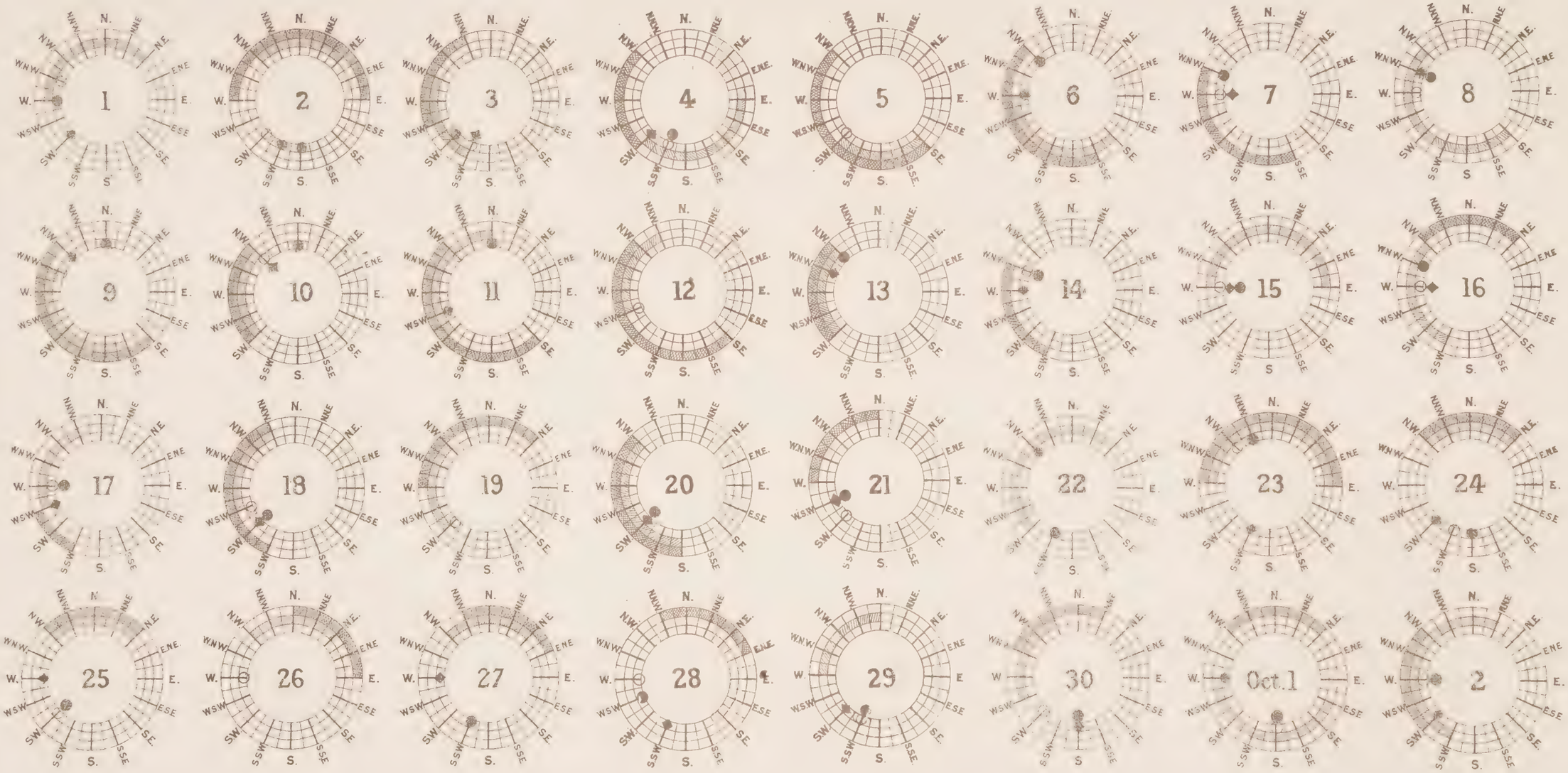
Board of Trade.
April 1864.

N°200. Ordered, by the House of Commons, to be printed, 13 April 1864.

[SCARBORO'] WIND AND WEATHER, [SEPT. 1863.]

FORECAST AND ACTUAL STATE.

DIRECTION OF THE WIND.



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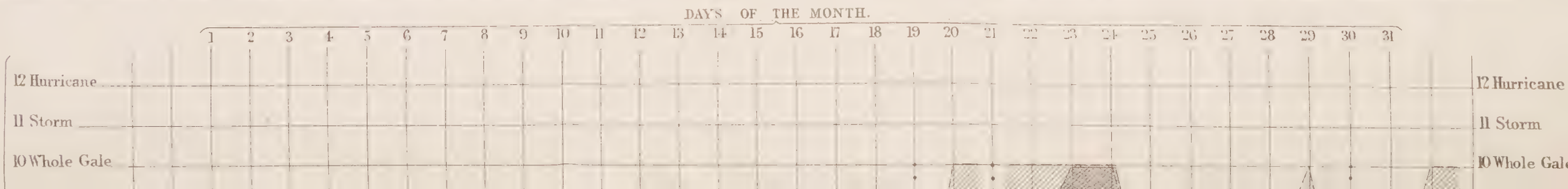

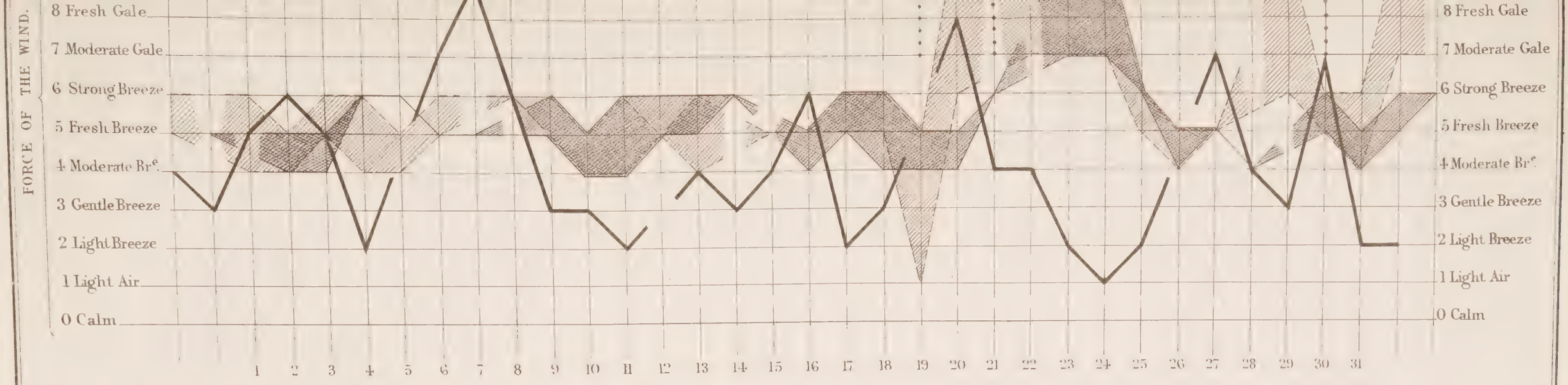

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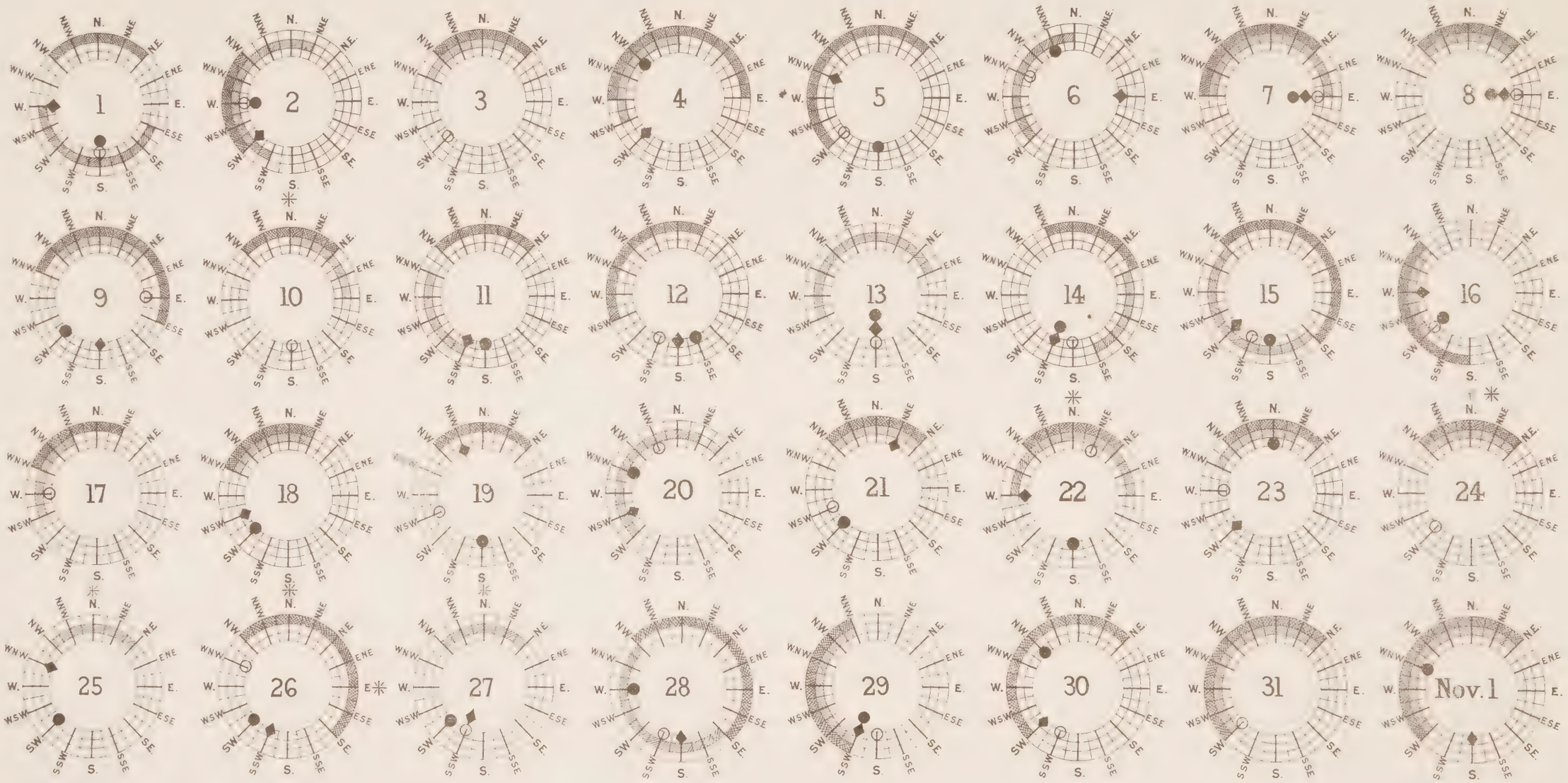

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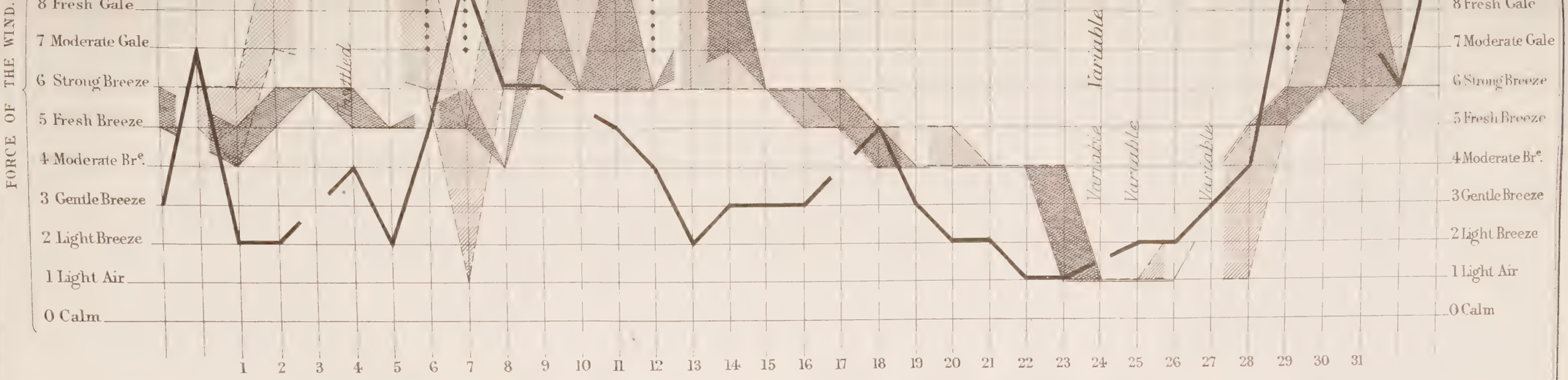

DAILY WEATHER FORECASTS

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The perpendicular lines of dots shew that a storm warning signal was sent out for the date against which the dots are placed.

Board of Trade.
April 1864.

Nº 200_Ordered, by the House of Commons, to be printed, 13 April 1864.

"COPIES of PAPERS or TABLES of OBSERVATIONS made by the BOARD of TRADE "for recording the ACTUAL WEATHER corresponding to Admiral *FitzRoy*'s occa- "sional WARNING SIGNALS."

THE following pages (9 to 70) contain a comparison of the *probable* force of the wind as indicated by Admiral FitzRoy's occasional warning signals, and the *actual* state, as reported during the three days following the exhibition of the signals.

The notice to hoist the signal is issued by Admiral FitzRoy; and the report of the actual state of the weather is sent to the Board of Trade by the Customs or Coast Guard Officer at or near to the place where the signal is hoisted.

The result, shown in a tabular form in pages 9 to 14, is, that reports have been received from 2,288 places at which (taking into account repeated warnings) the signals have been hoisted. From some places at which signals have been hoisted no reports have at times been received. Out of the 2,288 places above mentioned, there are 1,004 at which the wind at its greatest force did not reach force 8, or a fresh gale; there are 462 places at which the wind had reached force 8, or a higher force, at the time the signals were hoisted; and there are 822 places at which the wind reached force 8, or a higher force, at some time within 72 hours after the signal was hoisted; viz., at 407, within 12 hours; at 173, within 24 hours; at 146, within 48 hours; at 96, within 72 hours.

As regards direction, the table shows that out of the number of places warned, the wind, on reaching force 8, or a higher force, agreed with the probable direction indicated by the warning at 271 places, and differed at 131 places; viz.—

SIGNALS indicating Direction as well as Force.

Number of Places from which Reports received, after the hoisting of Signals indicating Direction as well as Force.	Number of Places at which the Wind reached Force 8, or a higher Force, after the hoisting of Signals indicating Direction as well as Force.	Number of Places at which the Wind when at or above Force 8,	
		Agreed with the Direction indicated.	Did not agree with the Direction indicated.
727	402	271	131

The diagrams, pages 15 to 70, are intended to show at a glance, the maximum force attained by the wind during the three days after the warning is hoisted, and to compare the results, not only with the occasional warning signals, but also with the daily forecasts published in the papers.

The thick zigzag black line shows the maximum force reported. The dotted perpendicular line indicates force 8. When the black zigzag line is to the left of this dotted line it shows that the wind did not reach force 8; but when it is to the right it shows that it reached or exceeded force 8.

FIGURES to denote the FORCE of the WIND.

0. Calm.		
1. Light Air	Just sufficient to give steerage way.	
2. Light Breeze	With which a ship with all sail set and clean full would go in smooth water	1 to 2 knots.
3. Gentle Breeze		3 to 4 „
4. Moderate Breeze		5 to 6 „
5. Fresh Breeze	In which she could just carry in chase, full and by	Royals, &c.
6. Strong Breeze		Single reefs and T. G. sails.
7. Moderate Gale		Double reefs and jib, &c.
8. Fresh Gale		Triple reefs, &c.
9. Strong Gale		Close reefs and courses.
10. Whole Gale	In which she could just bear close-reefed main topsail and reefed foresail.	
11. Storm	Under storm staysail.	
12. Hurricane	Bare poles.	

The shaded parts show the force of the wind indicated in Admiral FitzRoy's DAILY forecasts issued for the day on which the signal is subsequently hoisted.

The part shaded thus shows the daily forecast of one day before, and the part shaded thus the daily forecast of two days before.

In giving these results, it must be remarked on the one hand, that the observations of the weather are not made by the help of any scientific instrument, and are therefore open to the errors which may arise from the different capacities and estimates of the observers. On the other hand, it is to be remarked, that these observers are for the most part seafaring men attached to the Coast Guard, who are accustomed to watch the weather, and estimate the force of the wind.

Board of Trade,
April 1864.

WARNING SIGNALS.

TABLE showing the WARNING SIGNALS Hoisted by Direction of Admiral *FitzRoy*; and the ACTUAL FORCE of the WIND during the 72 Hours following each Warning.

Date of Warning.	Nature of Warning.	Number of Places from which Reports Received.	Number of Places at which the Wind at its *greatest Force* did NOT reach Force 8,									Number of Places at which the Wind at its *greatest Force* reached Force 8 or upwards,												Number of Places at which the greatest Force of the Wind reached or exceeded Force 8, and at which the *actual* Direction agreed with the Direction *indicated* by the Warning.
			But reached Force								TOTAL.	At the time of Hoisting the Signal.	Within 4 Hours.	Within 8 Hours.	Within 12 Hours.	Within 16 Hours.	Within 20 Hours.	Within 24 Hours.	Within 36 Hours.	Within 48 Hours.	Within 60 Hours.	Within 72 Hours.	TOTAL.	
			0.	1.	2.	3.	4.	5.	6.	7.														
JANUARY 1863:																								
1 Jan.	Drum	31	–	–	–	–	–	–	6	7	13	9	1	3	2	2	1	–	–	–	–	–	18	18
3 „	North Cone	34	–	–	–	–	2	7	4	5	18	1	–	7	2	–	1	–	3	1	1	–	16	—
5 „	North Cone over Drum	34	–	–	1	1	3	4	6	6	21	3	–	–	2	1	–	–	2	2	3	–	13	13
17 „	Drum	4	–	–	–	–	–	–	1	–	1	–	–	1	–	–	–	–	1	1	–	–	3	3
19 „	Drum over South Cone	34	–	–	–	–	–	–	–	1	1	13	1	7	1	9	1	1	–	–	–	–	33	33
23 „	Drum	36	–	–	–	–	–	–	1	4	5	12	–	1	4	5	6	2	–	–	–	1	31	31
26 „	Drum	33	–	–	–	–	–	–	1	1	2	16	2	12	1	–	–	–	–	–	–	–	31	31
29 „	South Cone	34	–	–	–	–	–	1	6	3	10	14	–	4	–	1	–	–	1	1	1	2	24	22
29 „	Drum	21	–	–	–	–	–	–	3	4	7	9	–	1	–	–	–	1	1	1	1	–	14	14
30 „	Drum	30	–	–	–	–	–	1	2	8	11	7	1	3	2	–	–	–	2	3	1	–	19	19
TOTALS		291	–	–	1	1	5	13	30	39	89	84	5	39	14	18	9	4	10	9	7	3	202	184
FEBRUARY 1863:																								
2 Feb.	North Cone	17	–	–	–	–	–	–	–	1	1	2	1	1	–	1	1	–	1	3	6	–	16	9
TOTALS		17	–	–	–	–	–	–	–	1	1	2	1	1	–	1	1	–	1	3	6	–	16	9
MARCH 1863:																								
6 Mar.	South Cone	23	–	–	–	–	1	1	4	4	10	6	–	–	3	–	–	1	1	1	1	–	13	9
6 „	Drum	23	–	–	–	1	1	3	5	1	11	2	1	3	–	1	2	1	–	2	–	–	12	12
9 „	North Cone	32	–	–	–	–	1	4	5	9	19	3	–	1	–	–	–	–	2	–	4	3	13	2
12 „	Drum	31	–	–	–	–	1	2	11	5	19	2	1	3	1	2	–	1	1	–	1	–	12	12
20 „	South Cone	19	–	–	–	–	–	–	3	2	5	9	–	1	4	–	–	–	–	–	–	–	14	1
TOTALS		128	–	–	–	1	4	10	28	21	64	22	2	8	8	3	2	3	4	3	6	3	64	36

TABLE showing the Warning Signals Hoisted by Direction of Admiral *FitzRoy*; and the Actual Force of the Wind during the 72 Hours following each Warning—*continued*.

Date of Warning.	Nature of Warning.	Number of Places from which Reports Received.	Number of Places at which the Wind at its *greatest Force* did NOT reach Force 8,									Number of Places at which the Wind at its *greatest Force* reached Force 8 or upwards,												Number of Places at which the greatest Force of the Wind reached or exceeded Force 8, and at which the *actual* Direction agreed with the Direction *indicated* by the Warning.
			But reached Force								TOTAL.	At the Time of Hoisting the Signal.	Within 4 Hours.	Within 8 Hours.	Within 12 Hours.	Within 16 Hours.	Within 20 Hours.	Within 24 Hours.	Within 36 Hours.	Within 48 Hours.	Within 60 Hours.	Within 72 Hours.	TOTAL.	
			0.	1.	2.	3.	4.	5.	6.	7.														
APRIL 1863:																								
6 April	Drum	28	–	–	–	–	2	5	11	2	20	3	–	–	1	–	–	–	–	1	2	1	8	8
21 „	South Cone	50	–	–	–	–	–	1	2	15	18	11	3	8	3	4	2	–	–	–	–	1	32	23
22 „	Drum	14	–	–	–	–	–	–	1	5	6	6	–	–	–	–	–	–	1	–	–	1	8	8
TOTALS		92	–	–	–	–	2	6	14	22	44	20	3		4	4	2	–	1	1	2	3	48	39
MAY 1863:																								
4 May	South Cone	4	–	–	–	–	–	–	2	2	4	–	–	–	–	–	–	–	–	–	–	–	–	–
11 „	South Cone	38	–	–	–	–	–	–	6	7	13	7	4	3	5	1	–	–	–	2	3	–	25	25
12 „	Drum	36	–	–	–	–	1	–	7	11	19	6	1	–	4	1	1	–	2	1	1	–	17	17
TOTALS		78	–	–	–	–	1	–	15	20	36	13	5	3	9	2	1	–	2	3	4	–	42	42
JUNE 1863:																								
6 June	North Cone over Drum	68	–	–	1	2	11	12	17	8	51	3	1	2	1	–	1	1	2	3	2	1	17	17
10 „	Drum	70	–	–	1	1	6	6	16	9	39	1	–	–	6	9	1	8	4	2	–	–	31	31
TOTALS		138	–	–	2	3	17	18	33	17	90	4	1	2	7	9	2	9	6	5	2	1	48	48

JULY 1863:																								
18 July	North Cone	36	–	–	–	1	5	4	15	4	29	4	–	1	–	–	–	–	–	1	–	1	7	6
21 „	South Cone	44	–	–	–	–	2	5	10	10	27	2	–	4	4	1	5	–	–	1	–	–	17	15
22 „	Drum	56	–	–	–	1	6	13	19	9	48	6	–	–	–	–	–	2	–	–	–	–	8	8
Totals		136	–	–	–	2	13	22	44	23	104	12	–	5	4	1	5	2	–	2	–	1	32	29
AUGUST 1863:																								
27 Aug.	Drum	46	–	–	–	2	12	10	12	5	41	3	–	–	–	–	–	–	2	–	–	–	5	5
27 „	South Cone	24	–	–	–	–	1	2	10	4	17	4	–	–	–	–	–	–	3	–	–	–	7	7
Totals		70	–	–	–	2	13	12	22	9	58	7	–	–	–	–	–	–	5	–	–	–	12	12
SEPTEMBER 1863:																								
7 Sept.	Drum	72	–	–	–	–	–	1	19	9	29	36	–	3	2	–	–	–	2	–	–	–	43	43
19 „	Drum	47	–	–	–	–	–	1	5	9	15	17	5	4	1	1	1	1	–	–	1	1	32	32
19 „	South Cone	25	–	–	–	–	–	–	3	4	7	3	3	6	4	–	–	–	–	2	–	–	18	15
21 „	Drum	71	–	–	–	1	4	8	16	14	43	12	3	3	3	3	–	1	–	–	–	3	28	28
30 „	South Cone	48	–	–	–	–	–	2	9	8	19	6	3	8	4	2	1	1	2	–	–	2	29	20
30 „	Drum	21	–	–	–	–	–	–	4	10	14	–	2	3	1	–	1	–	–	–	–	–	7	7
Totals		284	–	–	–	1	4	12	56	54	127	74	16	27	15	6	2	3	4	2	1	6	157	145
OCTOBER 1863:																								
1 Oct.	Drum	49	–	–	–	–	1	4	13	11	29	11	2	2	1	–	–	1	1	2	–	–	20	20
6 „	Drum	70	–	–	–	–	–	5	22	11	38	5	2	3	3	7	2	2	3	2	3	–	32	32
7 „	Drum	26	–	–	–	–	–	–	3	4	7	3	–	1	–	1	–	–	–	1	13	–	19	19
7 „	North Cone over Drum	46	–	–	–	–	–	1	5	12	18	10	4	3	–	–	2	–	4	2	1	2	28	28
12 „	Drum	71	–	–	–	–	1	7	18	8	34	12	7	7	1	2	2	3	1	–	2	–	37	37
28 „	Drum	31	–	–	–	–	–	–	–	–	–	–	–	3	5	10	6	5	2	–	–	–	31	31
29 „	Drum	72	–	–	–	–	–	–	–	2	2	35	13	7	2	–	1	4	4	4	–	–	70	70
30 „	South Cone under Drum	26	–	–	–	–	–	–	1	–	1	21	–	–	–	–	1	–	–	–	2	1	25	25
Totals		391	–	–	–	–	2	17	62	48	129	97	28	26	12	20	14	15	15	11	21	3	262	262

TABLE showing the Warning Signals Hoisted by Direction of Admiral *FitzRoy;* and the actual Force of the Wind during the 72 Hours following each Warning—*continued.*

Date of Warning.	Nature of Warning.	Number of Places from which Reports Received.	Number of Places at which the Wind at its *greatest Force* did NOT reach Force 8, But reached Force 0.	1.	2.	3.	4.	5.	6.	7.	Total.	Number of Places at which the Wind at its *greatest Force* reached Force 8 or upwards, At the Time of Hoisting the Signal.	Within 4 Hours.	Within 8 Hours.	Within 12 Hours.	Within 16 Hours.	Within 20 Hours.	Within 24 Hours.	Within 36 Hours.	Within 48 Hours.	Within 60 Hours.	Within 72 Hours.	Total.	Number of Places at which the greatest Force of the Wind reached or exceeded Force 8, and at which the *actual* Direction agreed with the Direction *indicated* by the Warning.
NOVEMBER 1863:																								
2 Nov.	North Cone over Drum	71	–	–	–	–	–	3	6	9	19	16	14	4	1	–	1	4	2	–	1	62	62
11 „ -	Drum -	71	–	1	1	2	9	11	21	15	60	5	–	–	1	1	–	–	–	2	1	1	11	11
18 „ -	South Cone	29	–	–	–	–	–	1	8	3	12	6	4	1	–	–	–	–	1	1	1	3	17	17
21 „ -	South Cone	47	–	–	–	–	–	–	4	7	11	12	16	5	3	–	–	–	–	–	–	–	36	31
21 „ -	Drum -	68	–	–	–	–	2	4	9	14	29	21	7	4	2	–	–	–	1	–	1	3	39	39
Totals - - -		286	–	1	1	2	11	16	45	45	121	63	43	24	10	2	–	1	6	5	3	8	165	160
DECEMBER 1863:																								
1 Dec.	South Cone	26	–	–	–	–	–	–	–	1	1	3	7	2	5	3	1	–	2	1	1	–	25	16
1 „ -	Drum -	44	–	–	–	–	–	1	–	1	2	10	2	–	2	1	2	4	4	14	3	–	42	42
2 „ -	Drum -	26	–	–	–	–	–	–	–	3	3	9	7	2	1	1	1	–	2	–	–	–	23	23
5 „ -	South Cone	71	–	–	–	–	–	3	10	13	26	10	5	2	–	1	–	1	11	6	7	2	45	43
16 „ -	South Cone	56	–	–	–	–	–	3	12	7	22	12	4	6	3	4	2	3	–	–	–	–	34	3
16 „ -	Drum over South Cone	15	–	–	–	–	–	–	–	–	–	2	–	6	2	4	1	–	–	–	–	–	15	15
26 „ -	South Cone	70	–	–	2	–	1	14	24	15	56	3	3	1	2	–	–	–	–	2	3	–	14	7
31 „ -	Drum -	69	–	–	2	–	–	5	16	8	31	15	5	5	5	1	–	1	2	4	–	–	38	38
Totals - - -		377	–	–	4	–	1	26	62	48	141	64	33	24	20	15	7	9	21	27	14	2	236	187

WARNING SIGNALS.

TABLE showing the WARNING SIGNALS Hoisted by Direction of Admiral *FitzRoy*, and the ACTUAL FORCE of the WIND during the 72 Hours following each Warning.

SUMMARY showing SIGNALS indicating FORCE only.

DATE of WARNING.	Number of Warnings.	Number of Places from which Reports Received.	Number of Places at which the Wind at its *greatest Force* did NOT reach Force 8.	Number of Places at which the Wind at its *greatest Force* reached Force 8, or upwards.	Number of Places at which the greatest Force of the Wind reached or exceeded Force 8, and at which the *actual* Direction agreed with the Direction *indicated* by the Warning.
YEAR 1863:					
January - - -	8	223	61	162	162
March - - -	2	54	30	24	24
April - - - -	2	42	26	16	16
May - - - -	1	36	19	17	17
June - - - -	2	138	90	48	48
July - - - -	1	56	48	8	8
August - - -	1	46	41	5	5
September - - -	4	211	101	110	110
October - - -	8	391	129	262	262
November - - -	3	210	98	112	112
December - - -	4	154	36	118	118
TOTALS - -	36	1,561	679	882	88 2

SUMMARY showing SIGNALS indicating DIRECTION as well as FORCE.

DATE of WARNING.	Number of Warnings.	Number of Places from which Reports Received.	Number of Places at which the Wind at its *greatest Force* did NOT reach Force 8.	Number of Places at which the Wind at its *greatest Force* reached Force 8, or upwards.	Number of Places at which the greatest Force of the Wind reached or exceeded Force 8, and at which the *actual* Direction agreed with the Direction *indicated* by the Warning.
YEAR 1863:					
January - - -	2	68	28	40	22
February - - -	1	17	1	16	9
March - - -	3	74	34	40	12
April - - - -	1	50	18	32	23
May - - - -	2	42	17	25	25
July - - - -	2	80	56	24	21
August - - -	1	24	17	7	7
September - - -	2	73	26	47	35
November - - -	2	76	23	53	48
December - - -	4	223	105	118	69
TOTALS - -	20	727	325	402	271

SUMMARY FOR THE YEAR 1863.

SUMMARY of TABLES showing the WARNING SIGNALS Hoisted by Direction of Admiral *FitzRoy*; and the ACTUAL FORCE of the WIND during the 72 Hours following each Warning.

Date of Warning.	Number of Warnings	Number of Places from which Reports Received.	Number of Places at which the Wind at its *greatest Force* did NOT reach Force 8, But reached Force 0.	1.	2.	3.	4.	5.	6.	7.	Total.	Number of Places at which the Wind at its *greatest Force* reached Force 8 or upwards, At the Time of Hoisting the Signal.	Within 4 Hours.	Within 8 Hours.	Within 12 Hours.	Within 16 Hours.	Within 20 Hours.	Within 24 Hours.	Within 36 Hours.	Within 48 Hours.	Within 60 Hours.	Within 72 Hours.	Total.	Number of Places at which the greatest Force of the Wind reached or exceeded Force 8, and at which the *actual* Direction agreed with the Direction *indicated* by the Warning.
YEAR 1863:																								
January -	10	291	–	–	1	1	5	13	30	39	89	84	5	39	14	18	9	4	10	9	7	3	202	184
February -	1	17	–	–	–	–	–	–	–	1	1	2	1	1	–	1	1	–	1	3	6	–	16	9
March -	5	128	–	–	–	1	4	10	28	21	64	22	2	8	8	3	2	3	4	3	6	3	64	36
April -	3	92	–	–	–	–	2	6	14	22	44	20	3	8	4	4	2	–	1	1	2	3	48	39
May -	3	78	–	–	–	–	1	–	15	20	36	13	5	3	9	2	1	–	2	3	4	–	42	42
June -	2	138	–	–	2	3	17	18	33	17	90	4	1	2	7	9	2	9	6	5	2	1	48	48
July -	3	136	–	–	–	2	13	22	44	23	104	12	–	5	4	1	5	2	–	2	–	1	32	29
August -	2	70	–	–	–	2	13	12	22	9	58	7	–	–	–	–	–	–	5	–	–	–	12	12
September	6	284	–	–	–	1	4	12	56	54	127	74	16	27	15	6	3	3	4	2	1	6	157	145
October -	8	391	–	–	–	–	2	17	62	48	129	97	28	26	12	20	14	15	15	11	21	3	262	262
November	5	286	–	1	1	2	11	16	45	45	121	63	43	24	10	2	–	1	6	5	3	8	165	160
December	8	377	–	–	4	–	1	26	62	48	141	64	33	24	20	15	7	9	21	27	14	2	236	187
Totals -	56	2,288	–	1	8	12	73	152	411	347	1,004	462	137	167	103	81	46	46	75	71	66	30	1,284	1,153

WARNING OF THE 1st January, 1863. (12.15 p.m.)

"Drum" (Gales successively).

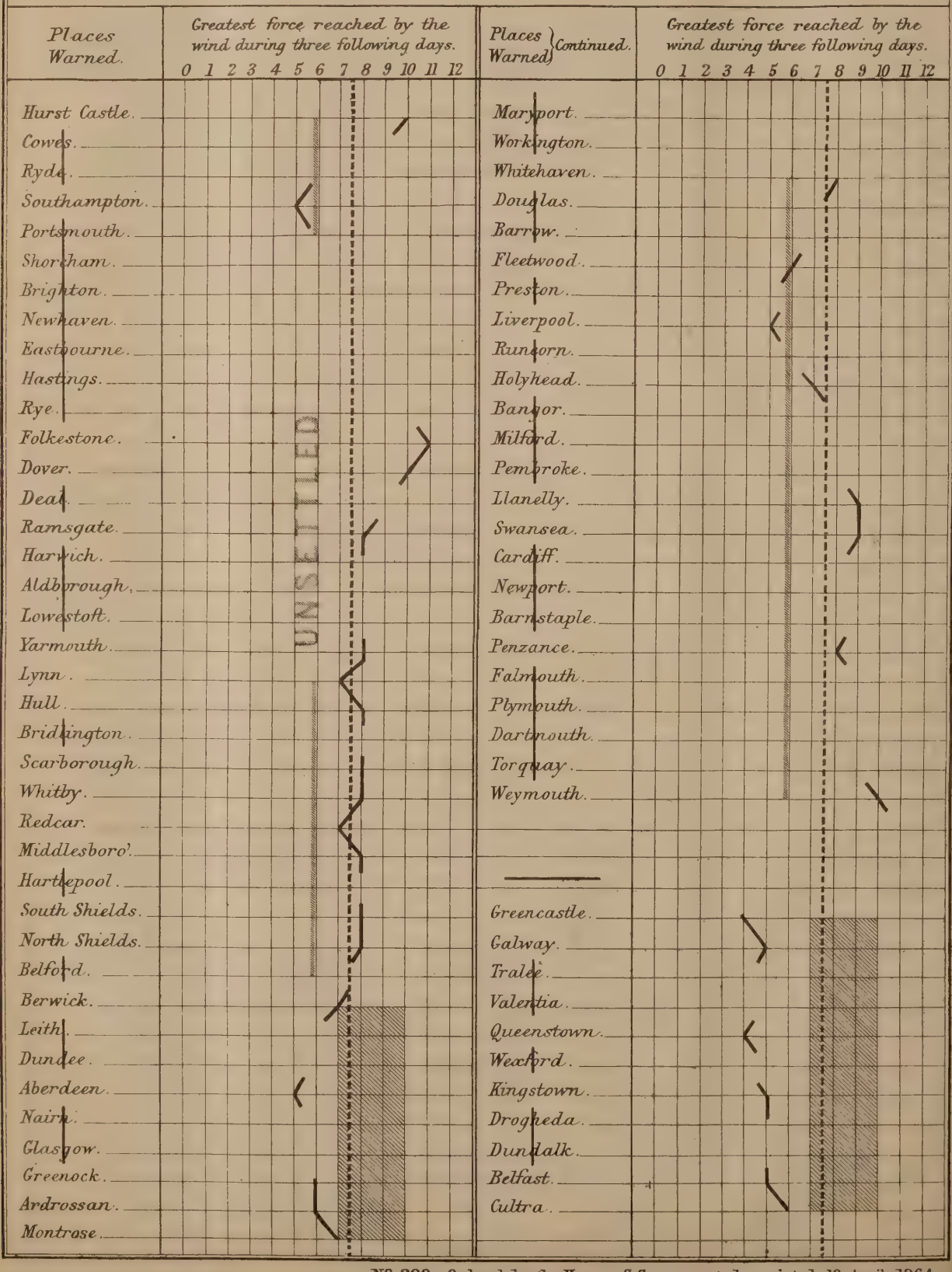
Greatest **FORCE OF THE WIND** *at the under-mentioned places during the three days following the Warning.*

Nº 200.—Ordered, by the House of Commons, to be printed, 13 April, 1864.

WARNING OF THE 3rd January, 1863. (7 p.m.)

"North Cone" (Gale, probably from the Northward).

Greatest **FORCE OF THE WIND** *at the under-mentioned places during the three days following the Warning.*

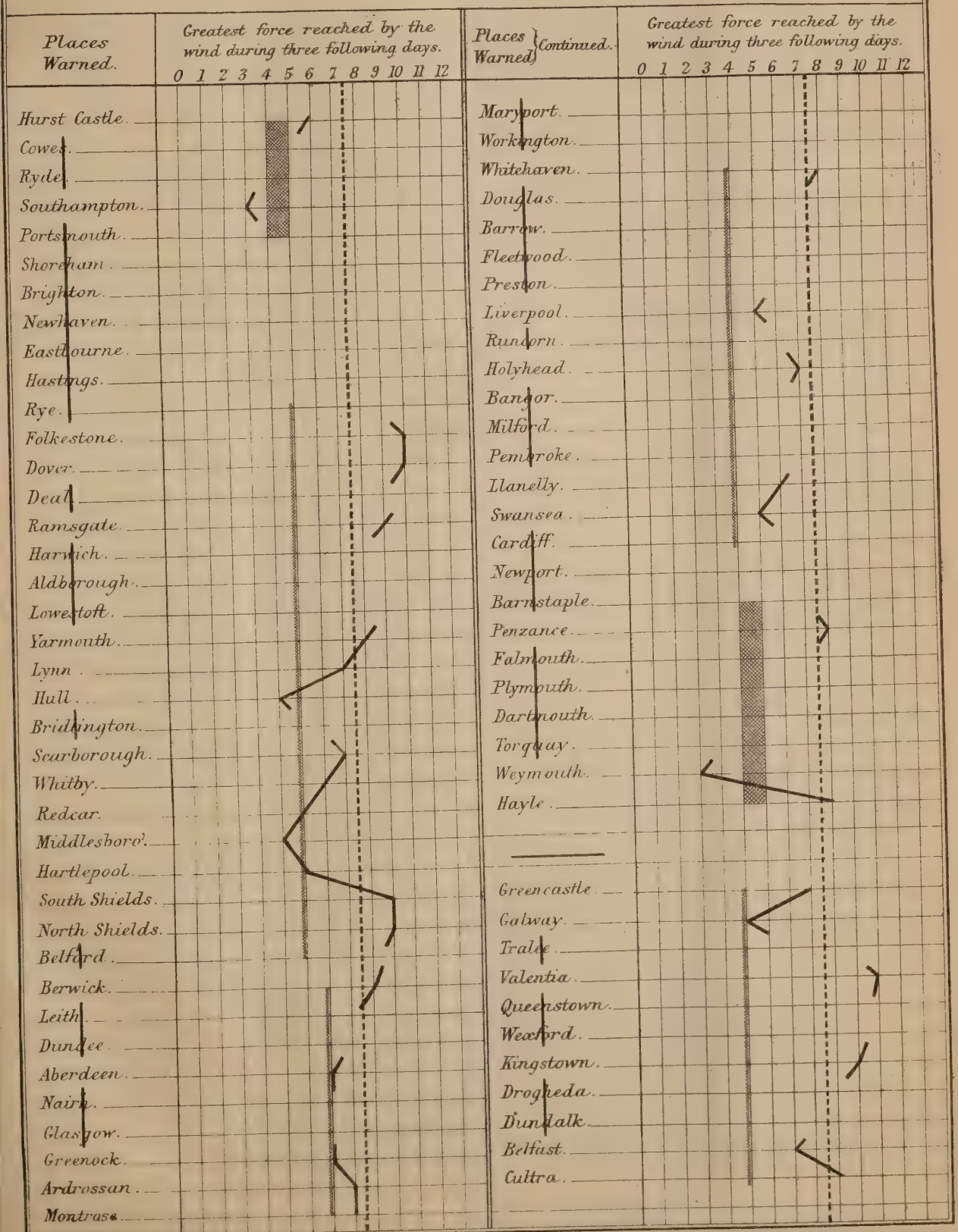


Nº 200.—Ordered, by the House of Commons, to be printed, 13 April, 1864.

WARNING OF THE 5th January, 1863. (1 p.m.)

"North Cone over Drum" { (Gale, probably at first from the Northward).

Greatest **FORCE OF THE WIND** *at the under-mentioned places during the three days following the Warning.*



Nº 200.—Ordered, by the House of Commons, to be printed, 13 April, 1864.

WARNING OF THE 17th January, 1863. (3 p.m.)

"Drum" (Gales successively).

Greatest **FORCE OF THE WIND** *at the under-mentioned places during the three days following the Warning.*

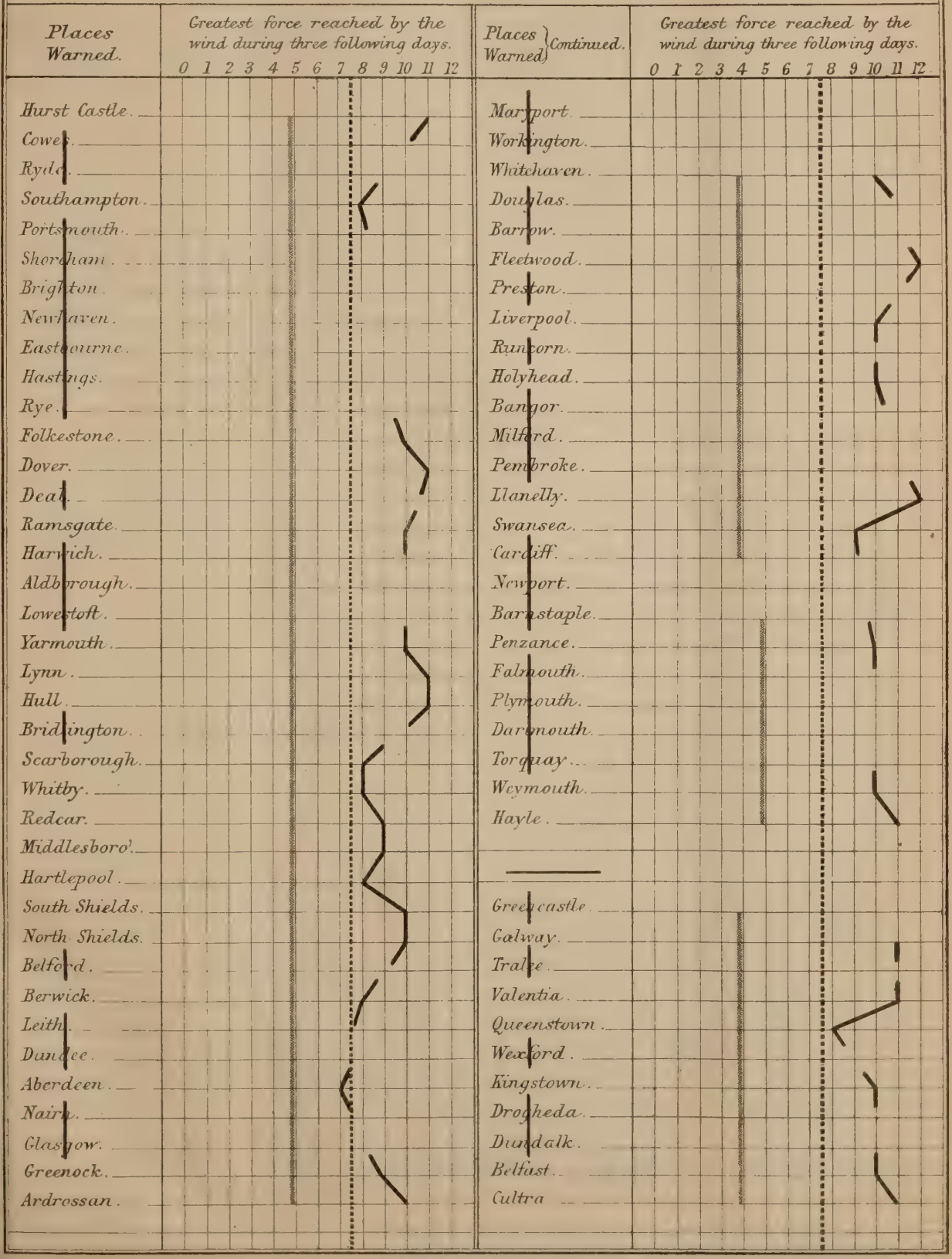
Places Warned.	Greatest force reached by the wind during three following days. 0 1 2 3 4 5 6 7 8 9 10 11 12	Places Warned (Continued).	Greatest force reached by the wind during three following days. 0 1 2 3 4 5 6 7 8 9 10 11 12
Hurst Castle.		Maryport.	
Cowes.		Workington.	
Ryde.		Whitehaven.	
Southampton.		Douglas.	
Portsmouth.		Barrow.	
Shoreham.		Fleetwood.	
Brighton.		Preston.	
Newhaven.		Liverpool.	
Eastbourne.		Runcorn.	
Hastings.		Holyhead.	
Rye.		Bangor.	
Folkestone.		Milford.	
Dover.		Pembroke.	
Deal.		Llanelly.	
Ramsgate.		Swansea.	
Harwich.		Cardiff.	
Aldborough.		Newport.	
Lowestoft.		Barnstaple.	
Yarmouth.		Penzance.	
Lynn.		Falmouth.	
Hull.		Plymouth.	
Bridlington.		Dartmouth.	
Scarborough.		Torquay.	
Whitby.		Weymouth.	
Redcar.			
Middlesboro'.			
Hartlepool.			
South Shields.		Greencastle.	
North Shields.		Galway.	
Belford.		Tralee.	
Berwick.	✓	Valentia.	
Leith.	✓	Queenstown.	
Dundee.	✓	Wexford.	
Aberdeen.	✓	Kingstown.	
Nairn.	✓	Drogheda.	
Glasgow.	✓	Dundalk.	
Greenock.	✓	Belfast.	
Ardrossan.	✓		

No. 200.—Ordered, by the House of Commons, to be printed, 13 April, 1864.

WARNING OF THE 19th January, 1863. (2 p.m.)

"Drum over South Cone" { (Gale, probably at first from the Southward).

Greatest **FORCE OF THE WIND** *at the under-mentioned places during the three days following the Warning.*

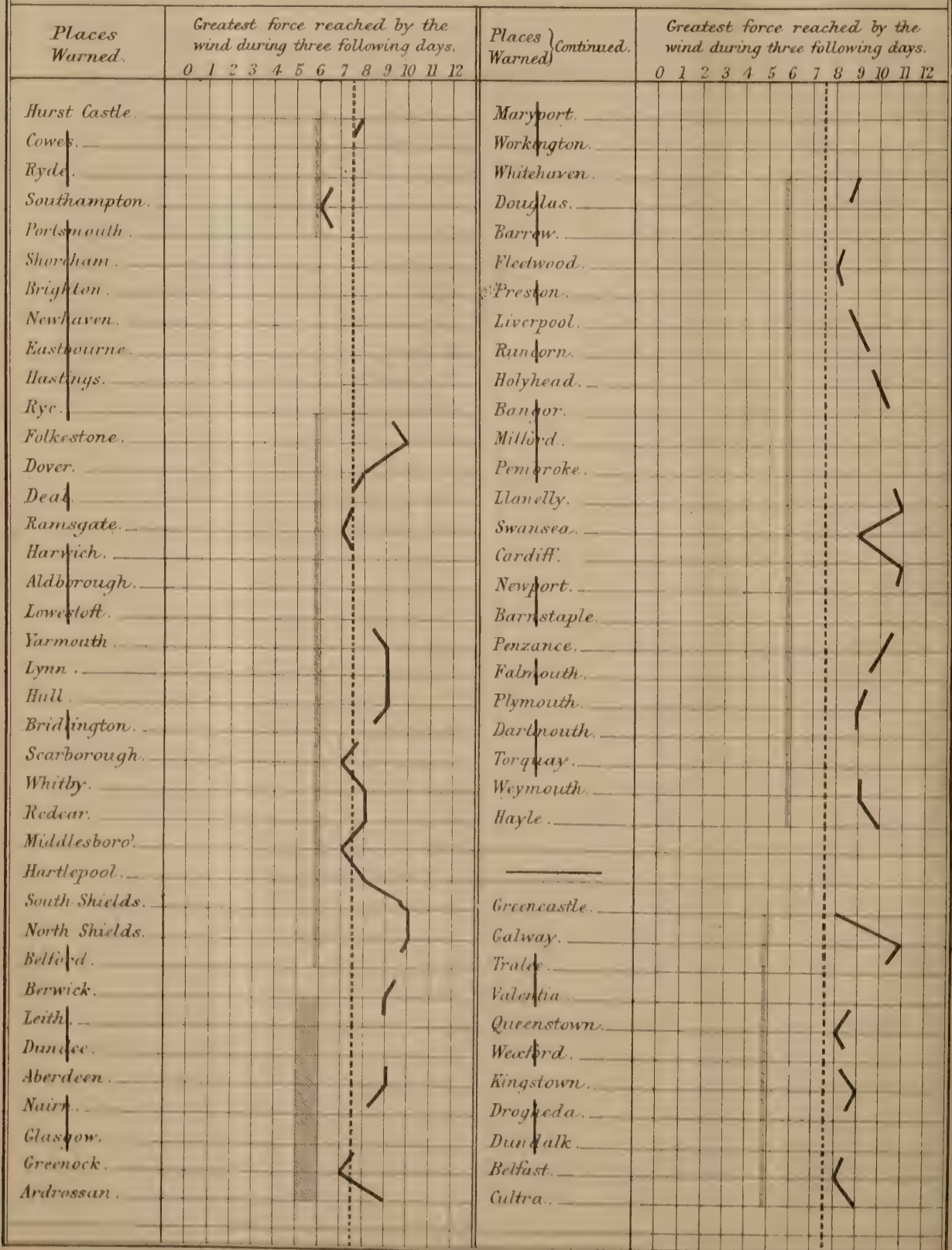


Nº 200.—Ordered. by the House of Commons, to be printed, 13 April, 1864.

WARNING OF THE 23rd January, 1863. (1 p.m.)

"Drum" (Gales successively).

Greatest **FORCE OF THE WIND** *at the under-mentioned places during the three days following the Warning.*

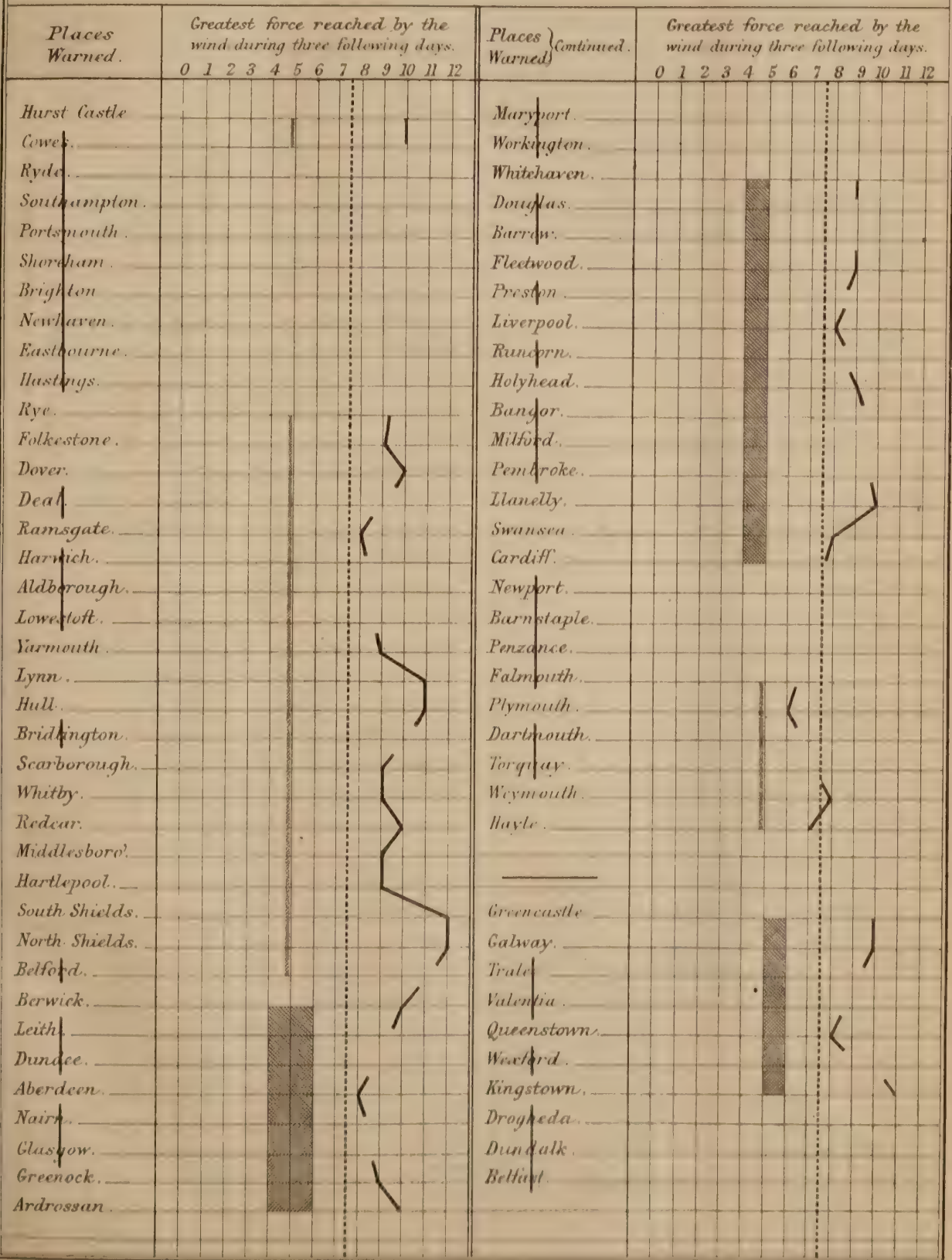


N° 200.—Ordered, by the House of Commons, to be printed, 13 April, 1864.

WARNING OF THE 26th January, 1863. (6 p.m.)

"Drum" (Gales successively).

Greatest **FORCE OF THE WIND** *at the under-mentioned places during the three days following the Warning.*

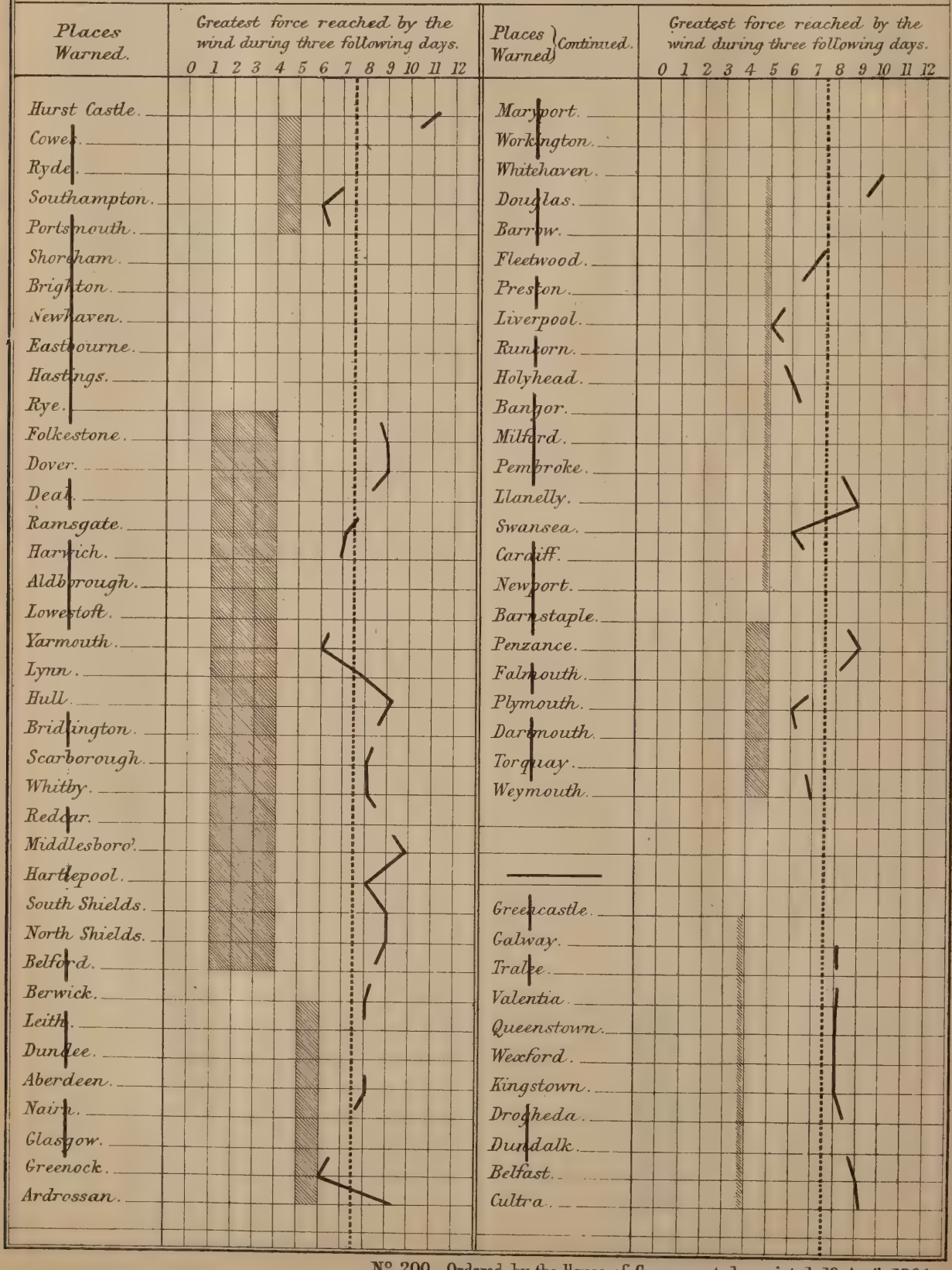


Nº 200.—Ordered, by the House of Commons, to be printed, 13 April, 1864.

WARNING OF THE 29th January, 1863. (12 a.m.)

"South Cone" (*Gale, probably from the Southward*).

Greatest **FORCE OF THE WIND** *at the under-mentioned places during the three days following the Warning.*

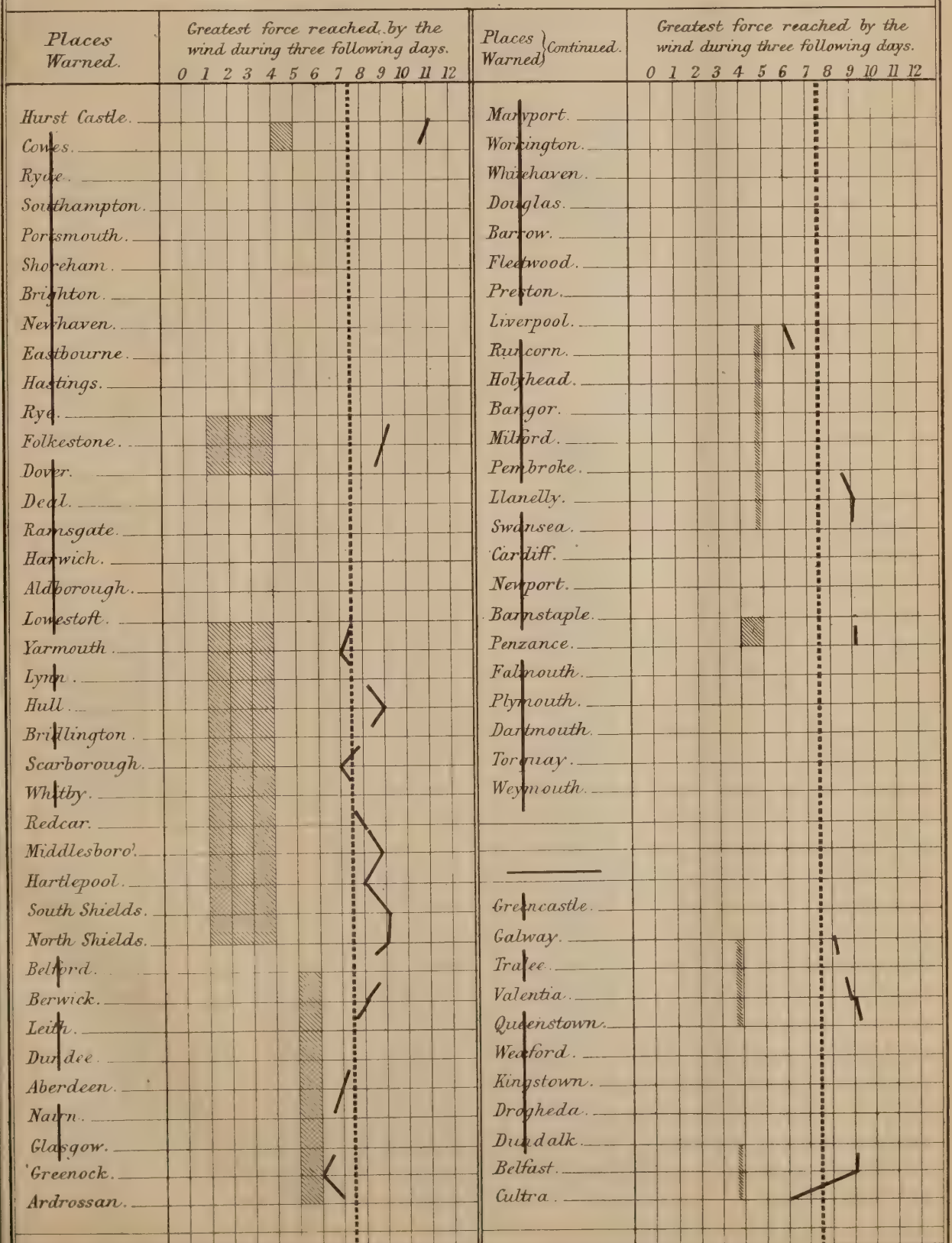


Nº 200.—Ordered, by the House of Commons, to be printed, 13 April, 1864.

WARNING OF THE 29th January, 1863. (6 p.m.)

"Drum" (Gales successively).

Greatest **FORCE OF THE WIND** *at the under-mentioned places during the three days following the Warning.*



Nº 200.—Ordered, by the House of Commons, to be printed, 13 April, 1864.

WARNING OF THE 30th January, 1863. (2 p.m.)

"Drum" (Gales successively).

Greatest **FORCE OF THE WIND** *at the under-mentioned places during the three days following the Warning.*

N° 200.—Ordered, by the House of Commons, to be printed, 13 April, 1864.

WARNING OF THE 2nd February, 1863. (1 p.m.)

"North Cone" (*Gale, probably from the Northward*).

Greatest **FORCE OF THE WIND** *at the under-mentioned places during the three days following the Warning.*

Nº 200.—Ordered, by the House of Commons, to be printed, 13 April, 1864.

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WARNING OF THE 6th March, 1863. (2 p.m.)

"South Cone" (*Gale, probably from the Southward*).

Greatest **FORCE OF THE WIND** *at the under-mentioned places during the three days following the Warning.*

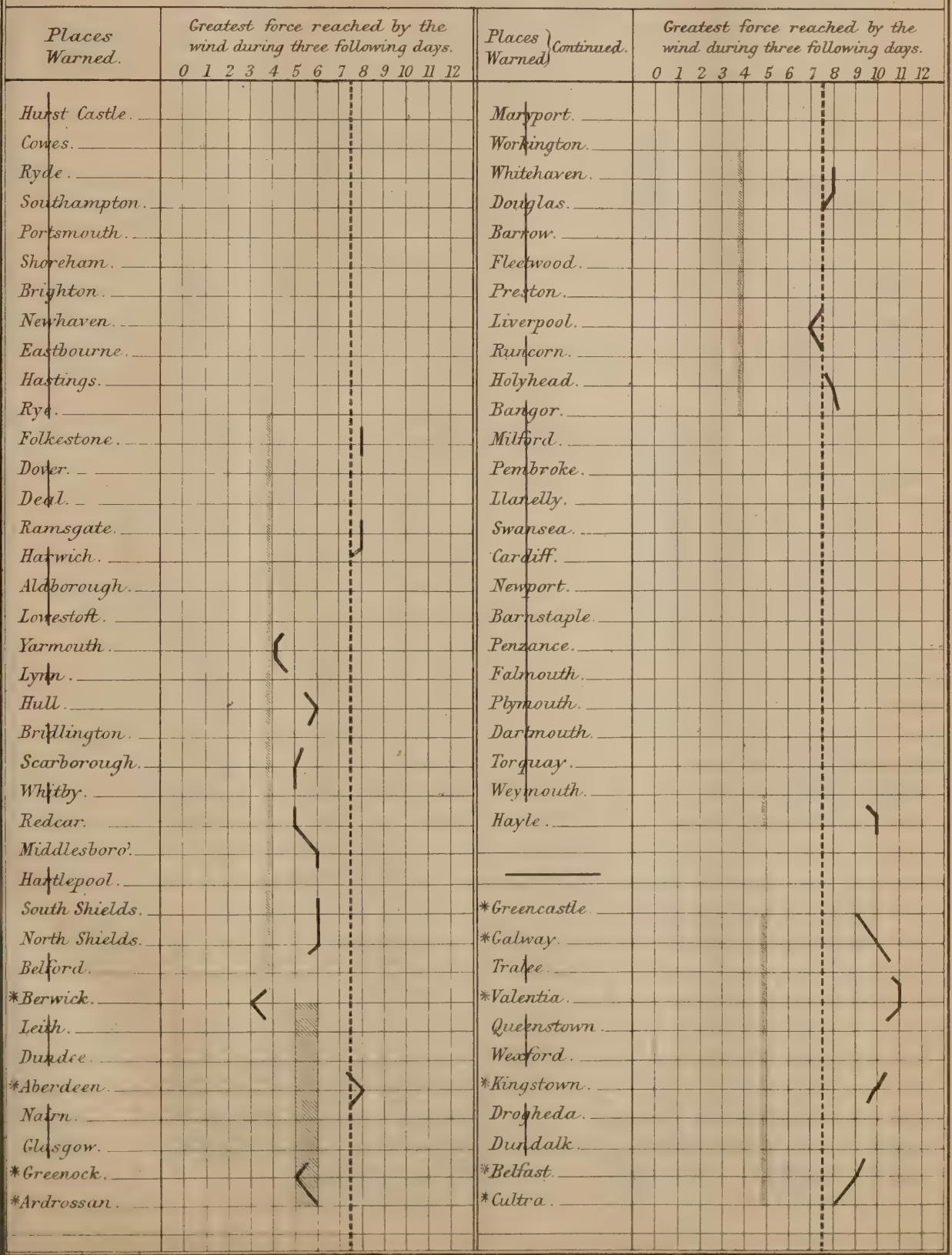
Nº 200.—Ordered, by the House of Commons, to be printed, 13 April, 1864.

(Those marked * at 12 a.m. Remainder at 6 p.m.)

WARNING OF THE 6th March, 1863.

"Drum" (Gales successively).

Greatest **FORCE OF THE WIND** *at the under-mentioned places during the three days following the Warning.*



Nº 200.—Ordered, by the House of Commons, to be printed, 13 April, 1864.

Page 28.

WARNING OF THE 9th March, 1863. (9 p.m.)

"North Cone" (*Gale, probably from the Northward*).

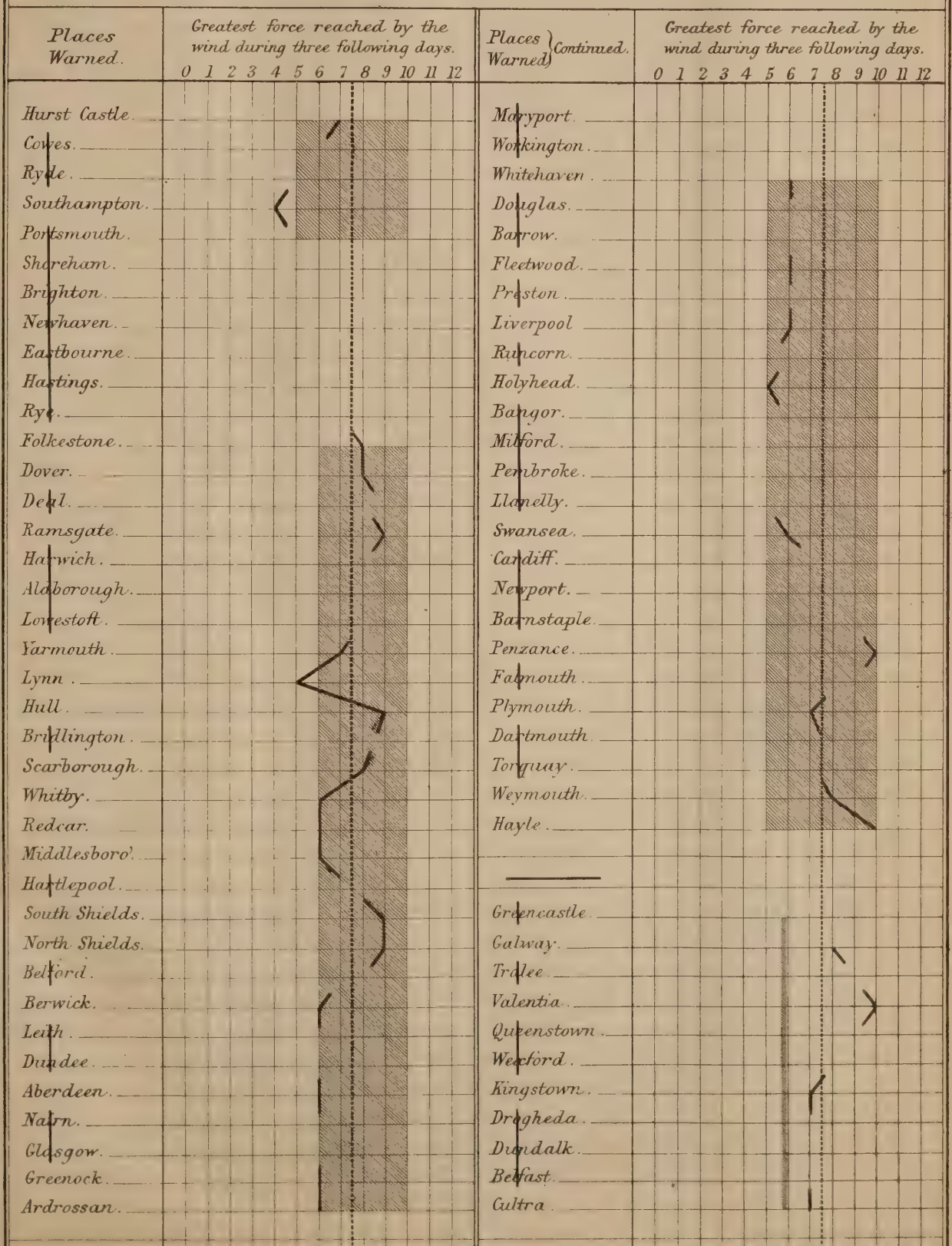
Greatest **FORCE OF THE WIND** *at the under-mentioned places during the three days following the Warning.*

Nº 200.—Ordered, by the House of Commons, to be printed, 13 April, 1864.

WARNING OF THE 12th March, 1863. (12 a.m.)

"Drum" (Gales successively).

Greatest **FORCE OF THE WIND** *at the under-mentioned places during the three days following the Warning.*

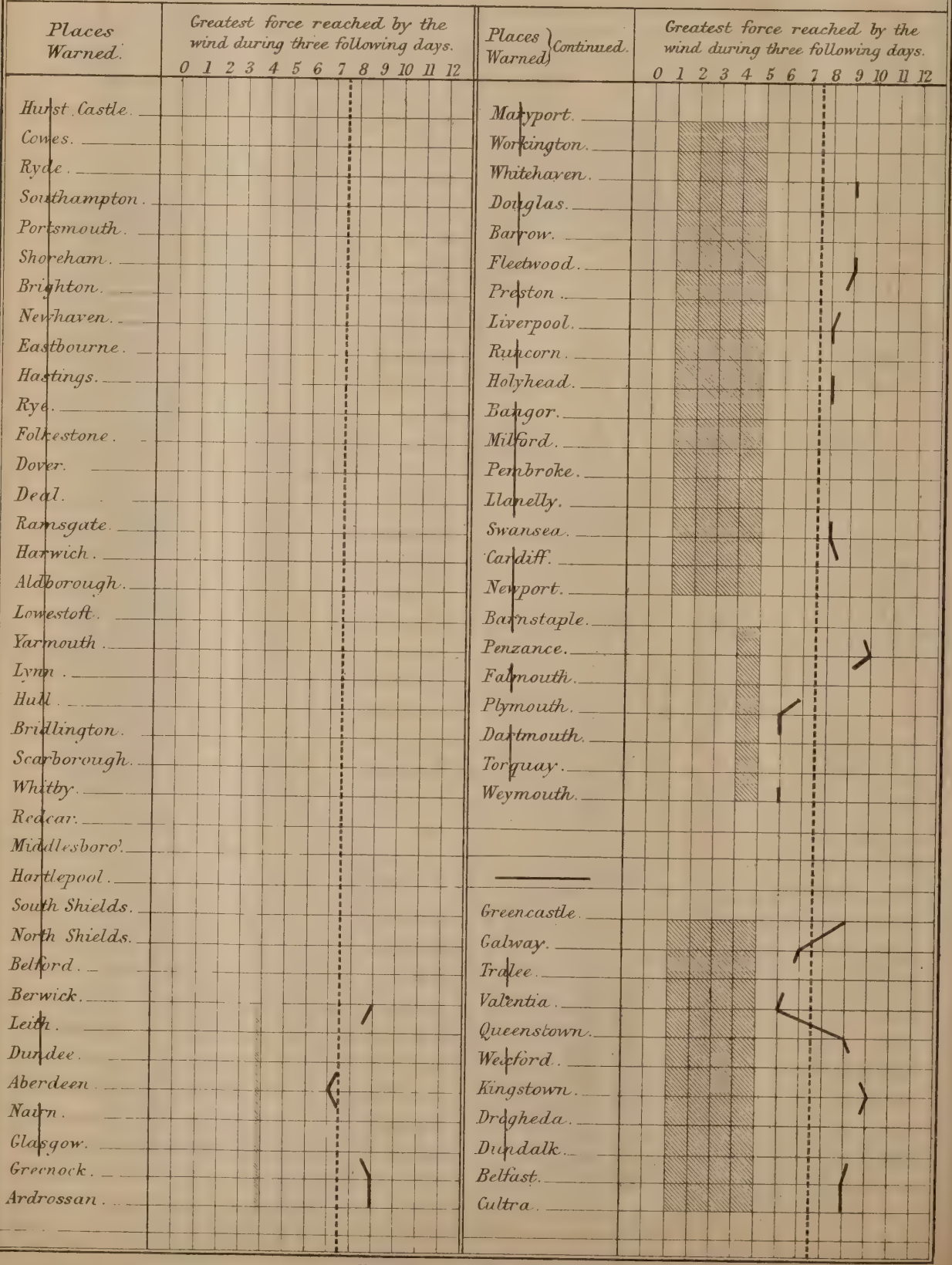


Nº 200. Ordered, by the House of Commons, to be printed, 13 April, 1864.

WARNING OF THE 20th March, 1863. (12 a.m.)

"South Cone" (Gale, probably from the Southward).

Greatest **FORCE OF THE WIND** *at the under-mentioned places during the three days following the Warning.*

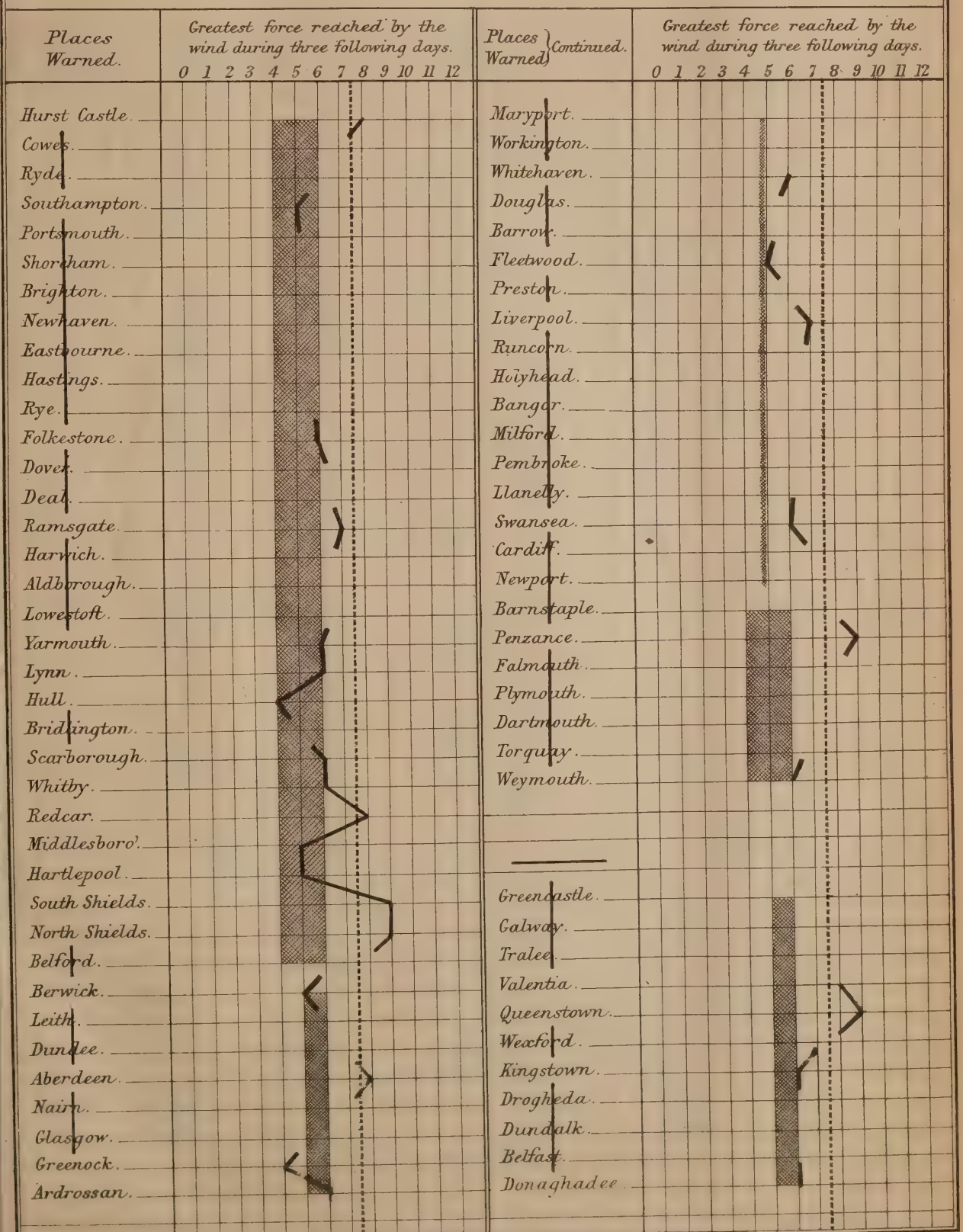


Nº 200.—Ordered, by the House of Commons, to be printed, 13 April, 1864.

WARNING OF THE 6th April, 1863. (1 p.m.)

"Drum" (Gales successively).

Greatest **FORCE OF THE WIND** *at the under-mentioned places during the three days following the Warning.*



Nº 200.—Ordered, by the House of Commons, to be printed, 13 April, 1864.

WARNING OF THE 21st April, 1863. (5 p.m.)

"South Cone" (*Gale, probably from the Southward*).

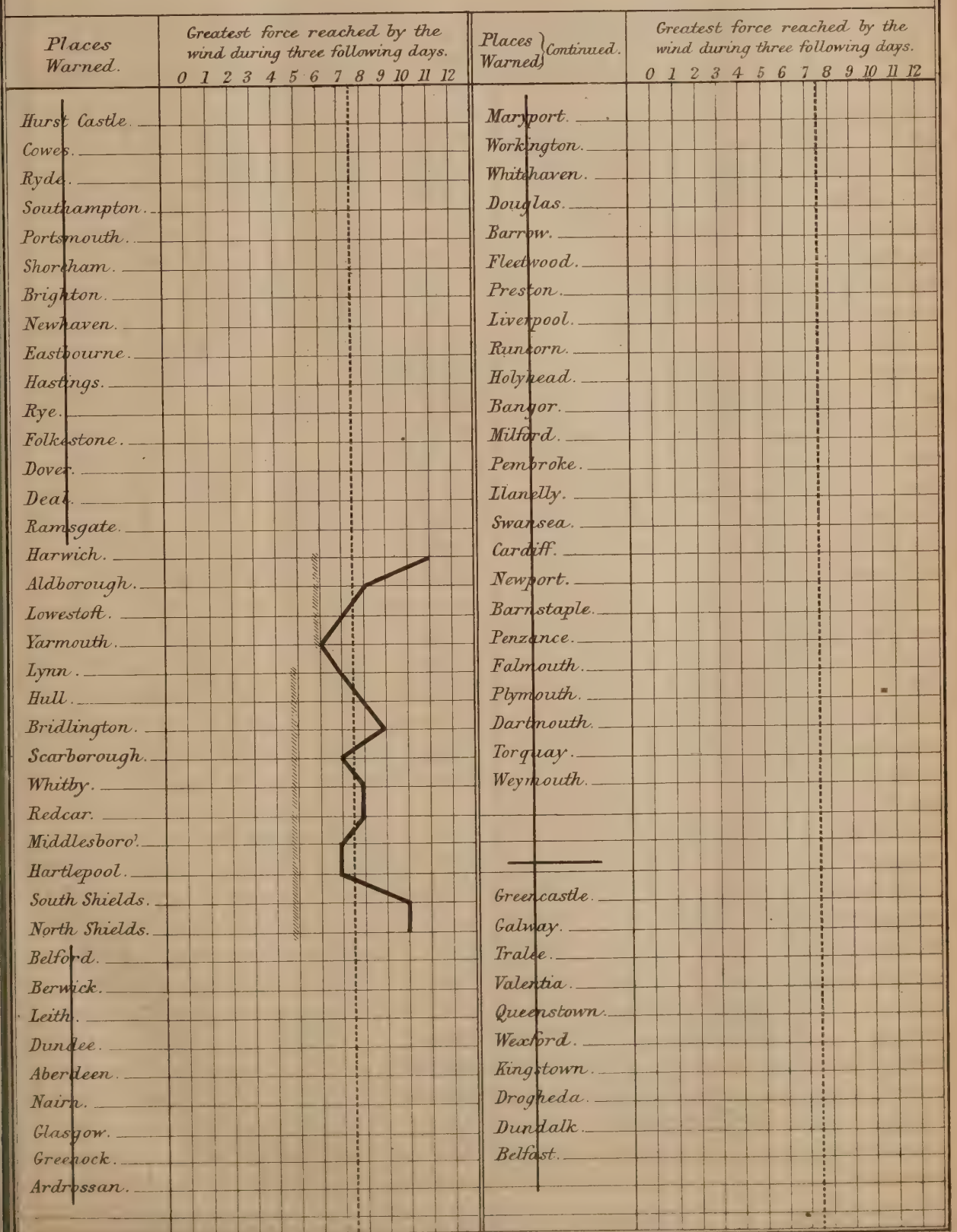
Greatest **FORCE OF THE WIND** *at the under-mentioned places during the three days following the Warning.*

Nº 200.—Ordered, by the House of Commons, to be printed, 13 April, 1864.

WARNING OF THE 22nd April, 1863. (11 a.m.)

"Drum" (Gales successively).

Greatest **FORCE OF THE WIND** *at the under-mentioned places during the three days following the Warning.*



Nº 200.—Ordered, by the House of Commons, to be printed, 13 April, 1864.

WARNING OF THE 4th May, 1863. (4 p.m.)

"South Cone" (*Gale, probably from the Southward*).

Greatest **FORCE OF THE WIND** *at the under-mentioned places during the three days following the Warning.*

Places Warned.	Greatest force reached by the wind during three following days. 0 1 2 3 4 5 6 7 8 9 10 11 12
Hurst Castle.	
Cowes.	
Ryde.	
Southampton.	
Portsmouth.	
Shoreham.	
Brighton.	
Newhaven.	
Eastbourne.	
Hastings.	
Rye.	
Folkestone.	
Dover.	
Deal.	
Ramsgate.	
Harwich.	
Aldborough.	
Lowestoft.	
Yarmouth.	
Lynn.	
Hull.	
Bridlington.	
Scarborough.	
Whitby.	
Redcar.	
Middlesboro'.	
Hartlepool.	
South Shields.	
North Shields.	
Belford.	
Berwick.	
Leith.	No Observations
Dundee.	No Observations
Aberdeen.	
Nairn.	
Glasgow.	
Greenock.	
Ardrossan.	

Places Warned (Continued).	Greatest force reached by the wind during three following days. 0 1 2 3 4 5 6 7 8 9 10 11 12
Maryport.	
Workington.	
Whitehaven.	
Douglas.	
Barrow.	
Fleetwood.	
Preston.	
Liverpool.	
Runcorn.	
Holyhead.	
Bangor.	
Milford.	
Pembroke.	
Llanelly.	
Swansea.	
Cardiff.	
Newport.	
Barnstaple.	
Penzance.	
Falmouth.	
Plymouth.	
Dartmouth.	
Torquay.	
Weymouth.	
Greencastle.	
Galway.	
Tralee.	
Valentia.	
Queenstown.	
Wexford.	
Kingstown.	
Drogheda.	
Dundalk.	
Belfast.	

Nº 200.—Ordered, by the House of Commons, to be printed, 13 April, 1864.

WARNING OF THE 11th May. 1863. (4 p.m.)

"South Cone" (*Gale, probably from the Southward*).

Greatest **FORCE OF THE WIND** *at the under-mentioned places during the three days following the Warning.*

Places Warned.	Greatest force reached by the wind during three following days. (0 1 2 3 4 5 6 7 8 9 10 11 12)
Hurst Castle.	
Cowes.	
Ryde.	
Southampton.	
Portsmouth.	
Shoreham.	
Brighton.	
Newhaven.	
Eastbourne.	
Hastings.	
Rye.	
Folkestone.	
Dover.	
Deal.	
Ramsgate.	
Harwich.	
Aldborough.	
Lowestoft.	
Yarmouth.	
Lynn.	
Hull.	
Bridlington.	
Scarborough.	
Whitby.	
Redcar.	
Middlesboro'.	
Hartlepool.	
South Shields.	
North Shields.	
Belford.	
Berwick.	
Leith.	
Dundee.	
Aberdeen.	
Nairn.	
Glasgow.	No Observation
Greenock.	
Ardrossan.	

Places Warned (Continued.)	Greatest force reached by the wind during three following days. (0 1 2 3 4 5 6 7 8 9 10 11 12)
Maryport.	
Workington.	
Whitehaven.	
Douglas.	
Barrow.	
Fleetwood.	
Preston.	
Liverpool.	
Runcorn.	
Holyhead.	
Bangor.	No Observation
Milford.	
Pembroke.	
Llanelly.	
Swansea.	
Cardiff.	
Newport.	
Barnstaple.	
Penzance.	
Falmouth.	
Plymouth.	
Dartmouth.	
Torquay.	
Weymouth.	
Greencastle.	No Observation
Galway.	
Tralee.	
Valentia.	No Observation
Queenstown.	
Wexford.	
Kingstown.	
Drogheda.	
Dundalk.	
Belfast.	

No. 200.—Ordered, by the House of Commons, to be printed, 13 April, 1864.

WARNING OF THE 12th May, 1863. (11 a.m.)

"Drum" (Gales successively).

Greatest **FORCE OF THE WIND** *at the under-mentioned places during the three days following the Warning.*

Places Warned.	Greatest force reached by the wind during three following days. 0 1 2 3 4 5 6 7 8 9 10 11 12
Hurst Castle.	
Cowes.	
Ryde.	
Southampton.	
Portsmouth.	No Observation.
Shoreham.	
Brighton.	
Newhaven.	
Eastbourne.	
Hastings.	
Rye.	
Folkestone.	
Dover.	
Deal.	
Ramsgate.	
Harwich.	
Aldborough.	
Lowestoft.	
Yarmouth.	
Lynn.	
Hull	
Bridlington.	
Scarborough.	
Whitby.	
Redcar.	
Middlesboro'.	
Hartlepool.	
South Shields.	
North Shields.	
Belford.	
Berwick.	
Leith.	
Dundee.	
Aberdeen	
Nairn.	
Glasgow.	No Observation.
Greenock.	
Ardrossan.	

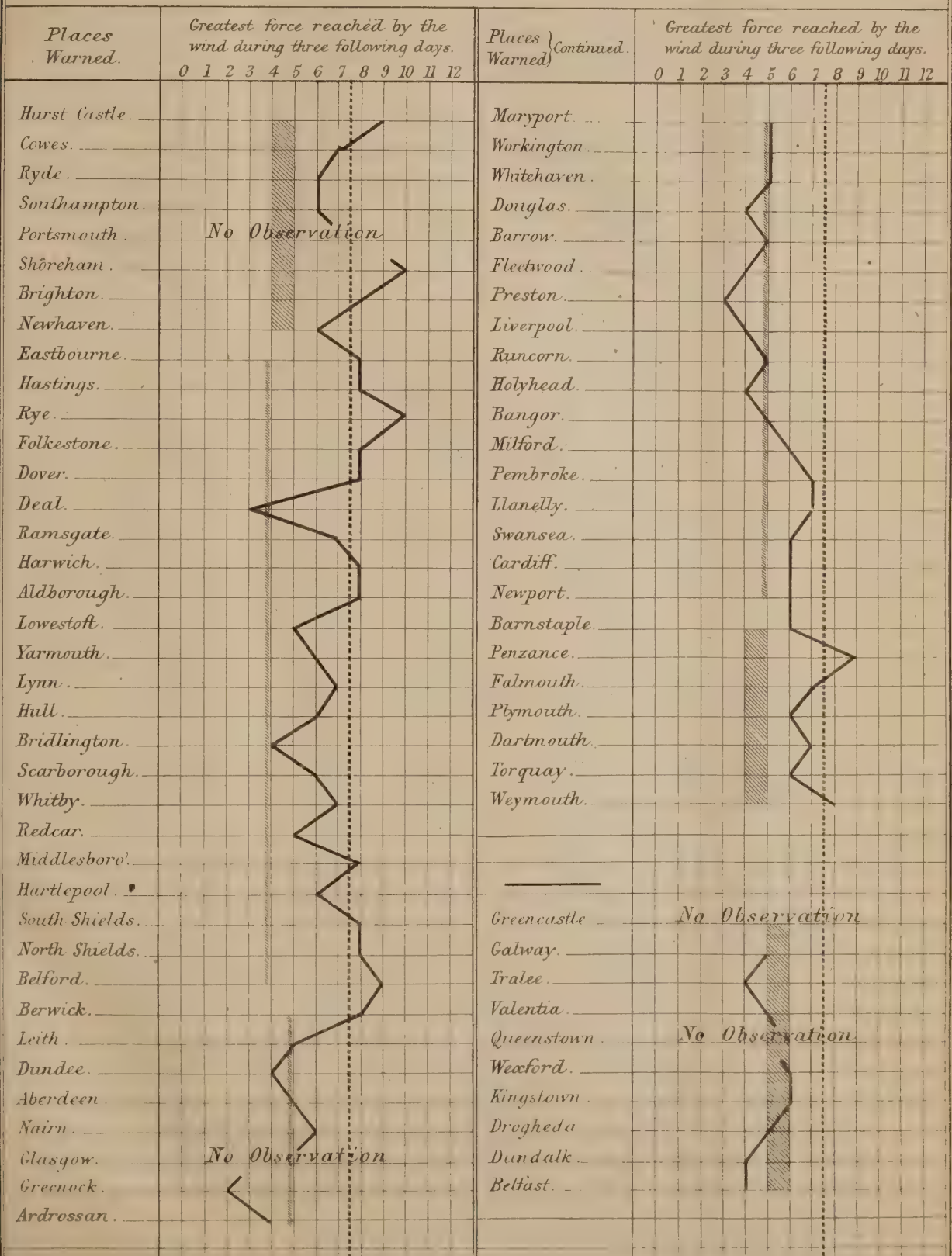
Places Warned. (Continued.)	Greatest force reached by the wind during three following days. 0 1 2 3 4 5 6 7 8 9 10 11 12
Maryport.	
Workington.	
Whitehaven.	
Douglas.	
Barrow.	
Fleetwood.	
Preston.	
Liverpool.	
Runcorn.	
Holyhead.	
Bangor.	
Milford.	
Pembroke.	
Llanelly.	
Swansea.	
Cardiff.	
Newport.	
Barnstaple.	
Penzance.	
Falmouth.	
Plymouth.	
Dartmouth.	
Torquay.	
Weymouth.	
Greencastle.	
Galway.	
Tralee.	
Valentia.	
Queenstown.	
Wexford.	
Kingstown.	
Drogheda.	
Dundalk.	
Belfast.	

Nº 200.—Ordered, by the House of Commons, to be printed, 13 April, 1864.

WARNING OF THE 6th June, 1863. (11 a.m.)

"North Cone over Drum" { (Gale, probably at first from the Northward).

Greatest **FORCE OF THE WIND** *at the under-mentioned places during the three days following the Warning.*



Nº 200.—Ordered, by the House of Commons, to be printed, 13 April, 1864.

WARNING OF THE 10th June, 1863. (11.15 a.m.)

"Drum" (Gales successively).

Greatest **FORCE OF THE WIND** *at the under-mentioned places during the three days following the Warning.*

Nº 200.—Ordered, by the House of Commons, to be printed, 13 April, 1864.

WARNING OF THE 18th July, 1863. (12 a.m.)

"North Cone" (*Gale, probably from the Northward*).

Greatest **FORCE OF THE WIND** *at the under-mentioned places during the three days following the Warning.*

Places Warned.	*Greatest force reached by the wind during three following days.* 0 1 2 3 4 5 6 7 8 9 10 11 12
Hurst Castle.	
Cowes.	*No Observation*
Ryde.	*No Observation*
Southampton.	
Portsmouth.	*No Observation*
Shoreham.	
Brighton.	
Newhaven.	
Eastbourne.	*No Observation*
Hastings.	
Rye.	
Folkestone.	
Dover.	*No Observation*
Deal.	
Ramsgate.	
Harwich.	
Aldborough.	*No Observation*
Lowestoft.	
Yarmouth.	
Lynn.	
Hull.	
Bridlington.	
Scarborough.	
Whitby.	
Redcar.	
Middlesboro'.	
Hartlepool.	
South Shields.	
North Shields.	
Belford.	*No Observation*
Berwick.	
Leith.	*No Observation*
Dundee.	
Aberdeen.	
Nairn.	*No Observation*
Glasgow.	
Greenock.	
Ardrossan.	

Places Warned } *Continued.*	*Greatest force reached by the wind during three following days.* 0 1 2 3 4 5 6 7 8 9 10 11 12
Maryport.	*No Observation*
Workington.	
Whitehaven.	
Douglas.	*No Observation*
Barrow.	
Fleetwood.	
Preston.	*No Observation*
Liverpool.	
Runcorn.	*No Observation*
Holyhead.	
Bangor.	
Milford.	
Pembroke.	
Llanelly.	
Swansea.	*No Observation*
Cardiff.	
Newport.	
Barnstaple.	
Penzance.	
Falmouth.	*No Observation*
Plymouth.	
Dartmouth.	*No Observation*
Torquay.	*No Observation*
Weymouth.	
Greencastle.	*No Observation*
Galway.	
Tralee.	*No Observation*
Valentia.	
Queenstown.	
Wexford.	*No Observation*
Kingstown.	
Drogheda.	*No Observation*
Dundalk.	
Belfast.	

Nº 200.—Ordered, by the House of Commons, to be printed, 13 April, 1864.

WARNING OF THE 21st July, 1863. (5.30 p.m.)

"South Cone" (*Gale, probably from the Southward*).

Greatest **FORCE OF THE WIND** *at the under-mentioned places during the three days following the Warning.*

Places Warned.	Greatest force reached by the wind during three following days. (0 1 2 3 4 5 6 7 8 9 10 11 12)
Hurst Castle	
Cowes	
Ryde	
Southampton	No Observation
Portsmouth	
Shoreham	
Brighton	
Newhaven	
Eastbourne	
Hastings	
Rye	
Folkestone	
Dover	
Deal	
Ramsgate	
Harwich	
Aldborough	
Lowestoft	
Yarmouth	
Lynn	
Hull	
Bridlington	
Scarborough	
Whitby	
Redcar	
Middlesboro'	
Hartlepool	
South Shields	
North Shields	
Belford	
Berwick	
Leith	
Dundee	
Aberdeen	
Nairn	
Glasgow	
Greenock	
Ardrossan	

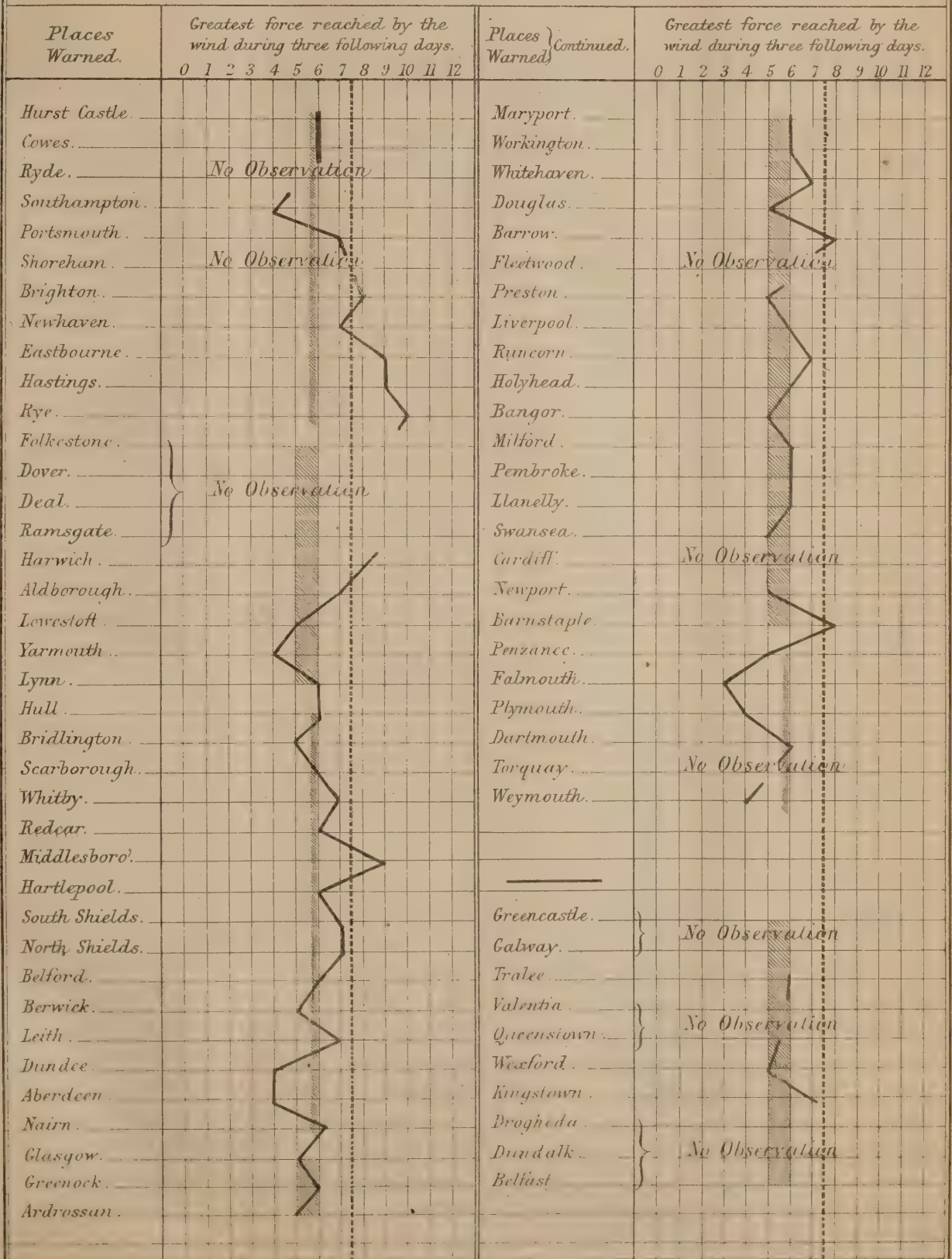
Places Warned (Continued).	Greatest force reached by the wind during three following days. (0 1 2 3 4 5 6 7 8 9 10 11 12)
Maryport	
Workington	
Whitehaven	
Douglas	
Barrow	
Fleetwood	
Preston	
Liverpool	
Runcorn	
Holyhead	
Bangor	
Milford	
Pembroke	
Llanelly	
Swansea	
Cardiff	No Observation
Newport	
Barnstaple	
Penzance	
Falmouth	
Plymouth	
Dartmouth	
Torquay	
Weymouth	
Greencastle	No Observation
Galway	
Tralee	
Valentia	No Observation
Queenstown	
Wexford	
Kingstown	
Drogheda	
Dundalk	
Belfast	

No 200 .. Ordered, by the House of Commons, to be printed, 13 April, 1864.

WARNING OF THE 22nd July, 1863. (10.30 a.m.)

"Drum" (Gales successively).

Greatest **FORCE OF THE WIND** *at the under-mentioned places during the three days following the Warning.*

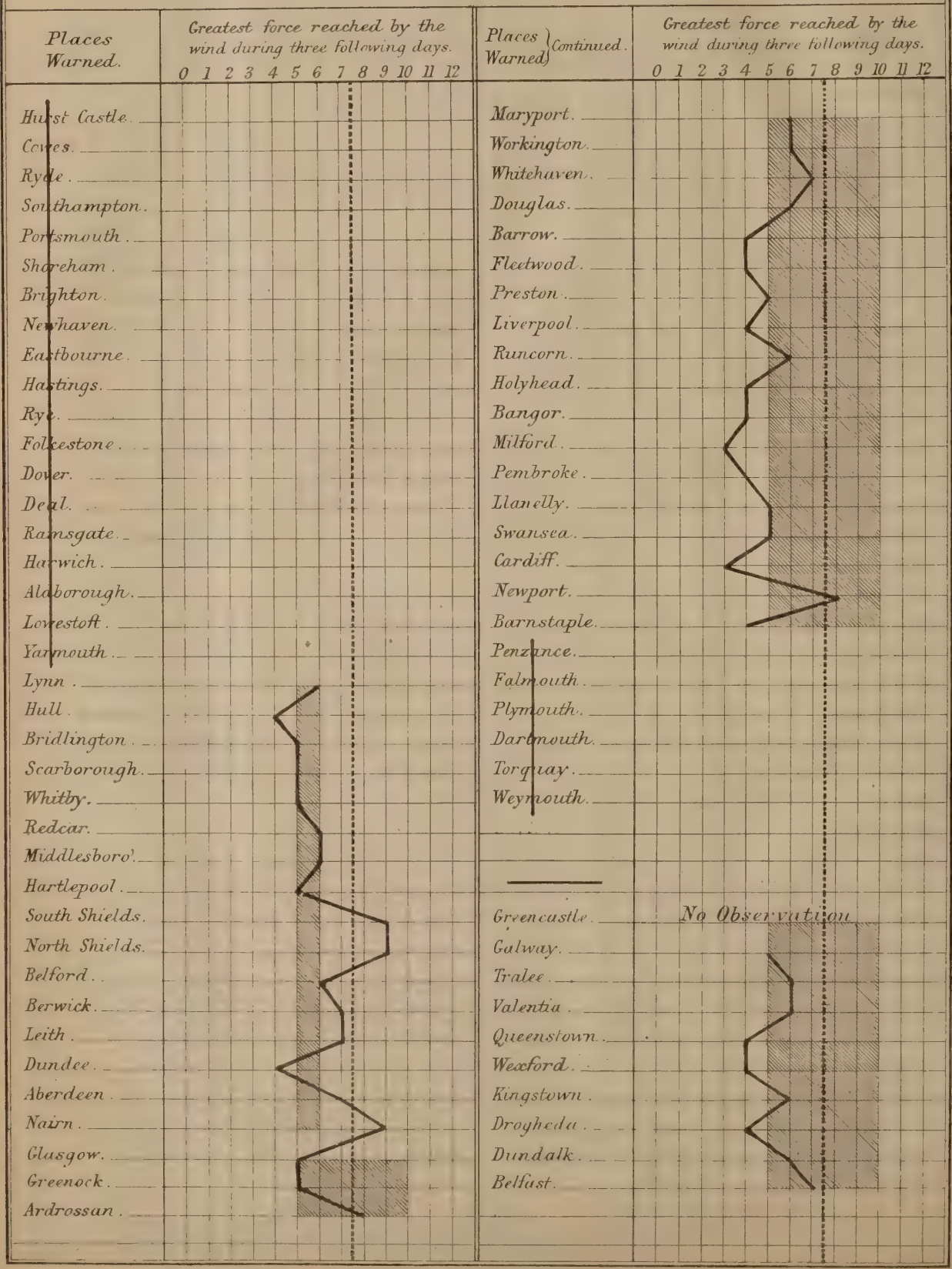


N° 200.—Ordered, by the House of Commons, to be printed, 13 April, 1864.

WARNING OF THE 27th August, 1863. (11.15 a.m.)

"Drum" (Gales successively).

Greatest **FORCE OF THE WIND** *at the under-mentioned places during the three days following the Warning.*

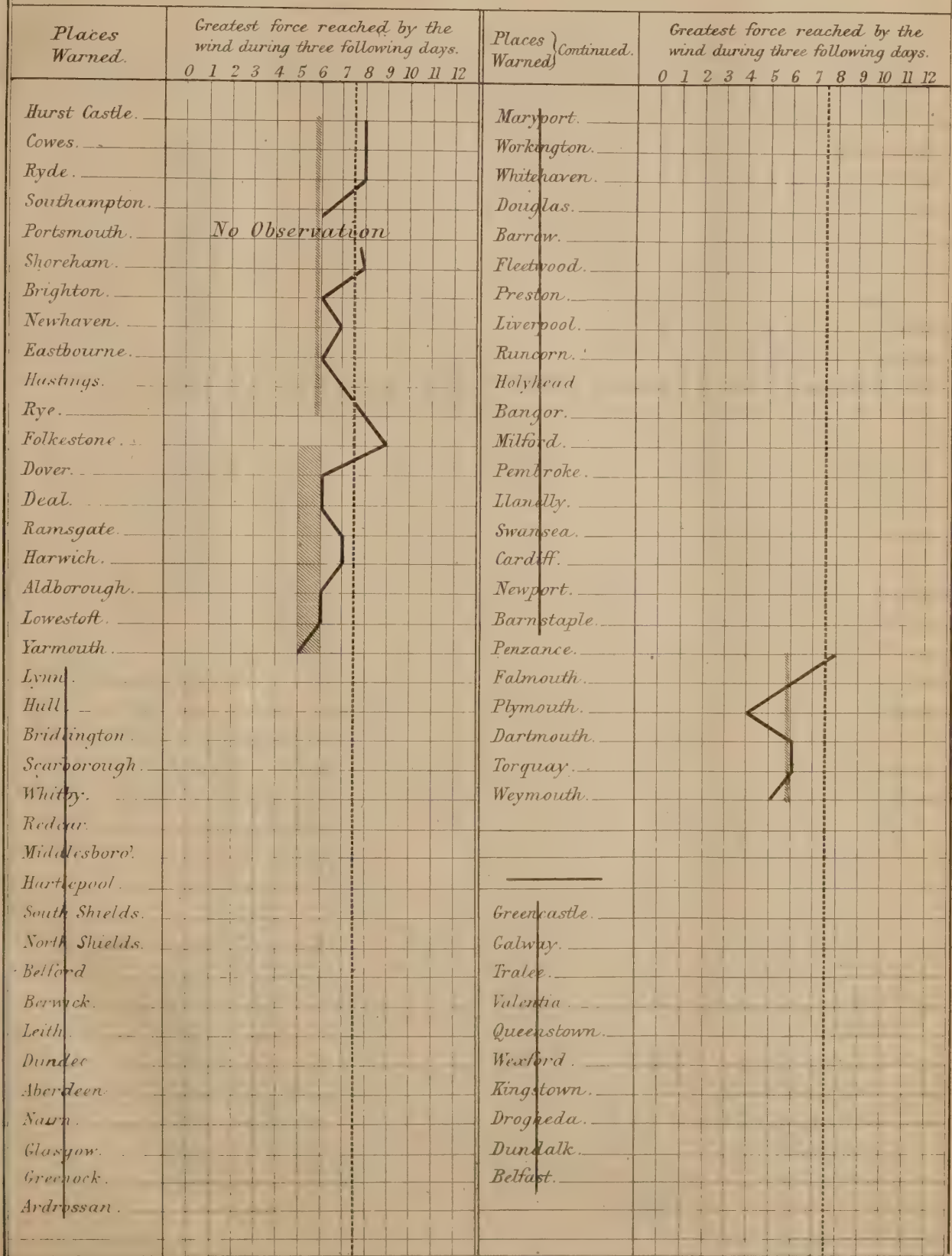


Nº 200.—Ordered by the House of Commons, to be printed, 13 April, 1864.

WARNING OF THE 27th August, 1863. (11.15 a.m.)

"South Cone" (*Gale, probably from the Southward*).

Greatest **FORCE OF THE WIND** *at the under-mentioned places during the three days following the Warning.*



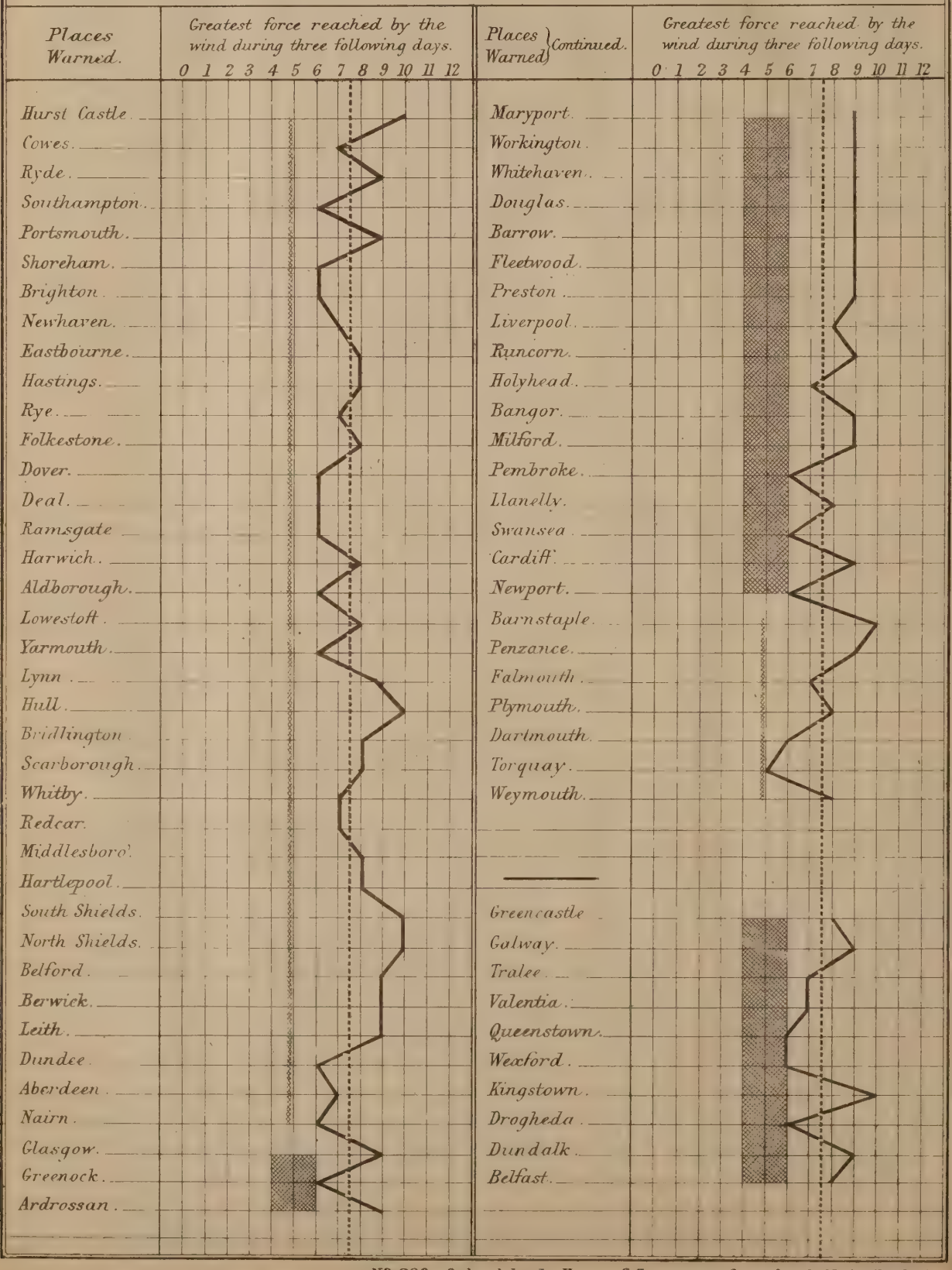
Nº 200.—Ordered, by the House of Commons, to be printed, 13 April, 1864.

Page 44.

WARNING OF THE 7th September, 1863. (11.30 a.m.)

"Drum" (Gales successively).

Greatest **FORCE OF THE WIND** *at the under-mentioned places during the three days following the Warning.*

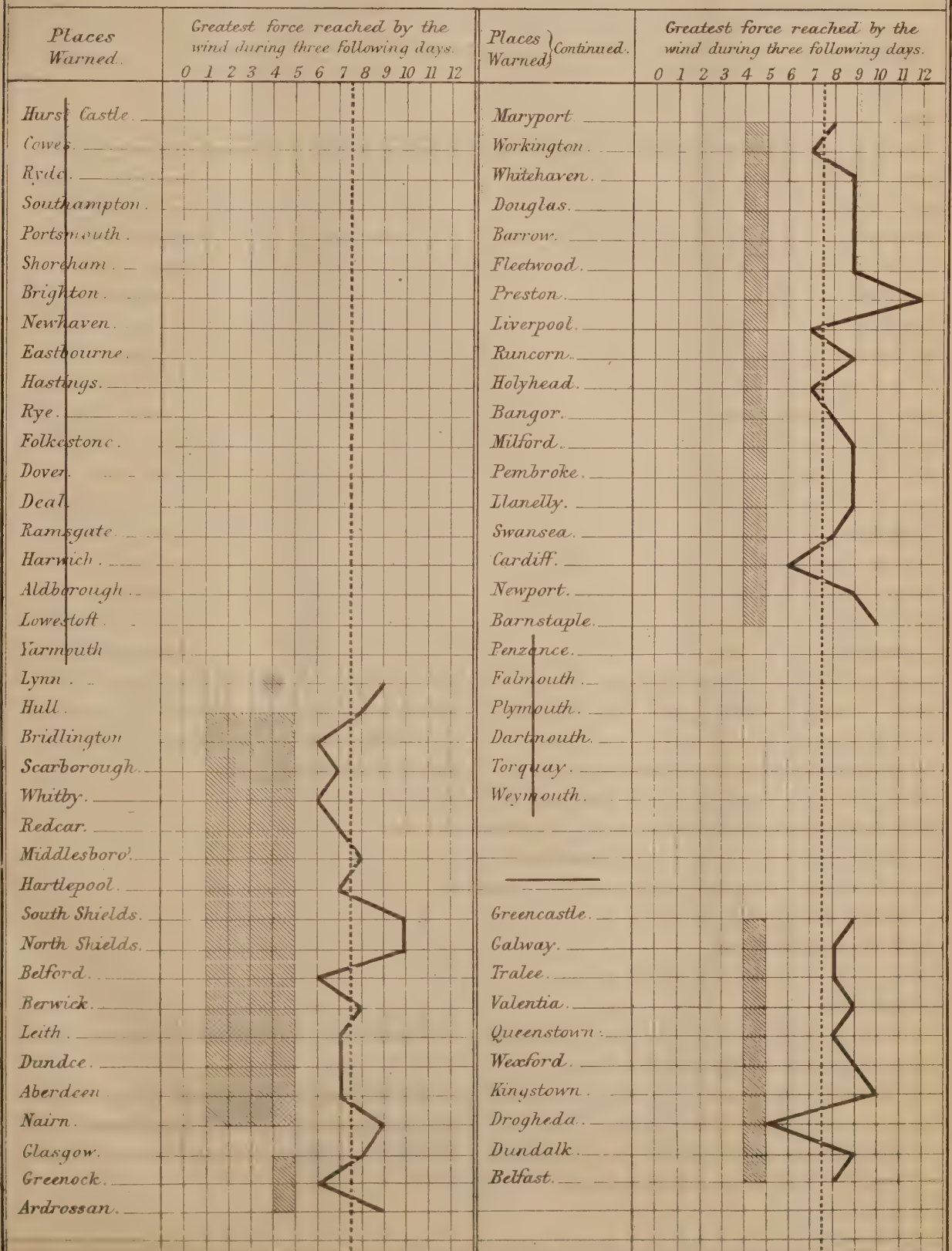


Nº 200.—Ordered, by the House of Commons, to be printed, 13 April, 1864.

WARNING OF THE 19th September, 1863. (11.15 a.m.)

"Drum" (Gales successively).

Greatest **FORCE OF THE WIND** *at the under-mentioned places during the three days following the Warning.*



Nº 200.—Ordered, by the House of Commons, to be printed, 13 April, 1864.

WARNING OF THE 19th September, 1863. (12.30 p.m.)

"South Cone" (Gale, probably from the Southward).

Greatest **FORCE OF THE WIND** *at the under-mentioned places during the three days following the Warning.*

Places Warned.	Greatest force reached by the wind during three following days. 0 1 2 3 4 5 6 7 8 9 10 11 12
Hurst Castle.	
Cowes.	
Ryde.	
Southampton.	
Portsmouth.	
Shoreham.	
Brighton.	
Newhaven.	
Eastbourne.	
Hastings.	
Rye.	
Folkestone.	
Dover.	
Deal.	
Ramsgate.	
Harwich.	
Aldborough.	
Lowestoft.	
Yarmouth.	
Lynn.	
Hull.	
Bridlington.	
Scarborough.	
Whitby.	
Redcar.	
Middlesboro'.	
Hartlepool.	
South Shields.	
North Shields.	
Belford.	
Berwick.	
Leith.	
Dundee.	
Aberdeen.	
Nairn.	
Glasgow.	
Greenock.	
Ardrossan.	

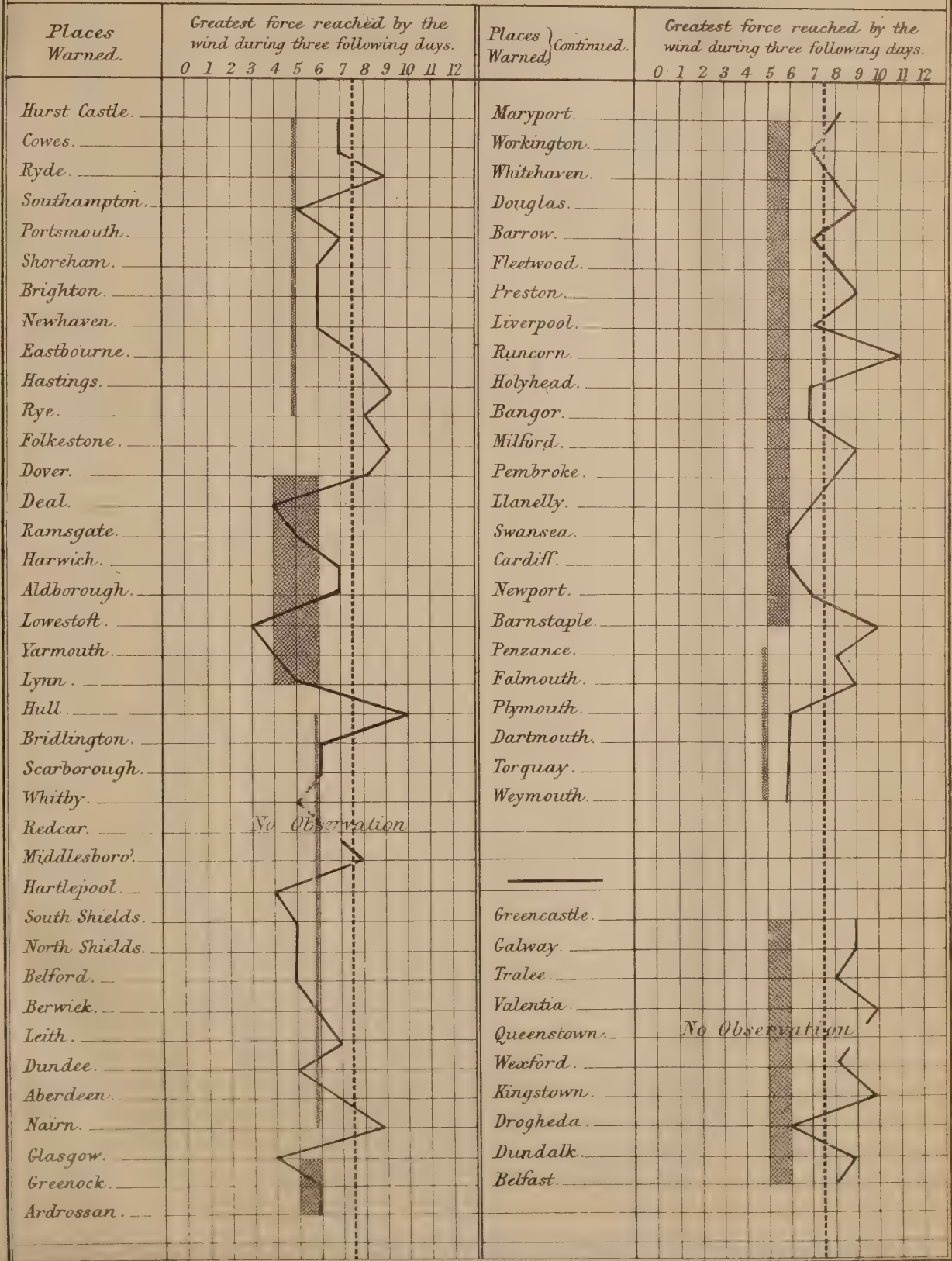
Places Warned (Continued.)	Greatest force reached by the wind during three following days. 0 1 2 3 4 5 6 7 8 9 10 11 12
Maryport.	
Workington.	
Whitehaven.	
Douglas.	
Barrow.	
Fleetwood.	
Preston.	
Liverpool.	
Runcorn.	
Holyhead.	
Bangor.	
Milford.	
Pembroke.	
Llanelly.	
Swansea.	
Cardiff.	
Newport.	
Barnstaple.	
Penzance.	
Falmouth.	
Plymouth.	
Dartmouth.	
Torquay.	
Weymouth.	
Greencastle.	
Galway.	
Tralee.	
Valentia.	
Queenstown.	
Wexford.	
Kingstown.	
Drogheda.	
Dundalk.	
Belfast.	

No. 200.—Ordered, by the House of Commons, to be printed, 13 April, 1864.

WARNING OF THE 21st September, 1863. (11.15 a.m.)

"Drum" (Gales successively).

Greatest **FORCE OF THE WIND** *at the under-mentioned places during the three days following the Warning.*

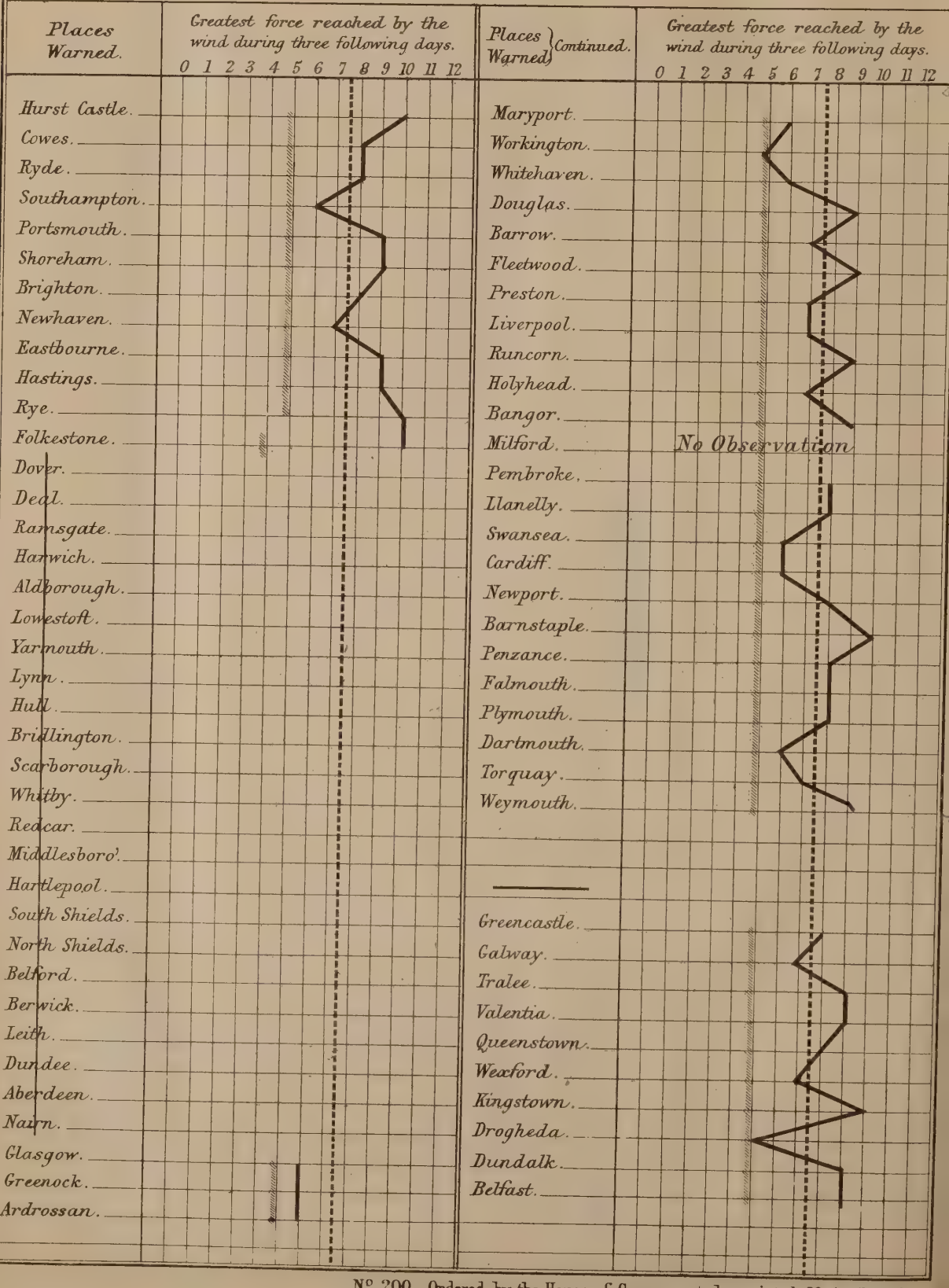


No. 200.—Ordered, by the House of Commons, to be printed, 13 April, 1864.

WARNING OF THE 30th September, 1863. (12.30 p.m.)

"South Cone" (*Gale, probably from the Southward*).

Greatest **FORCE OF THE WIND** *at the under-mentioned places during the three days following the Warning.*

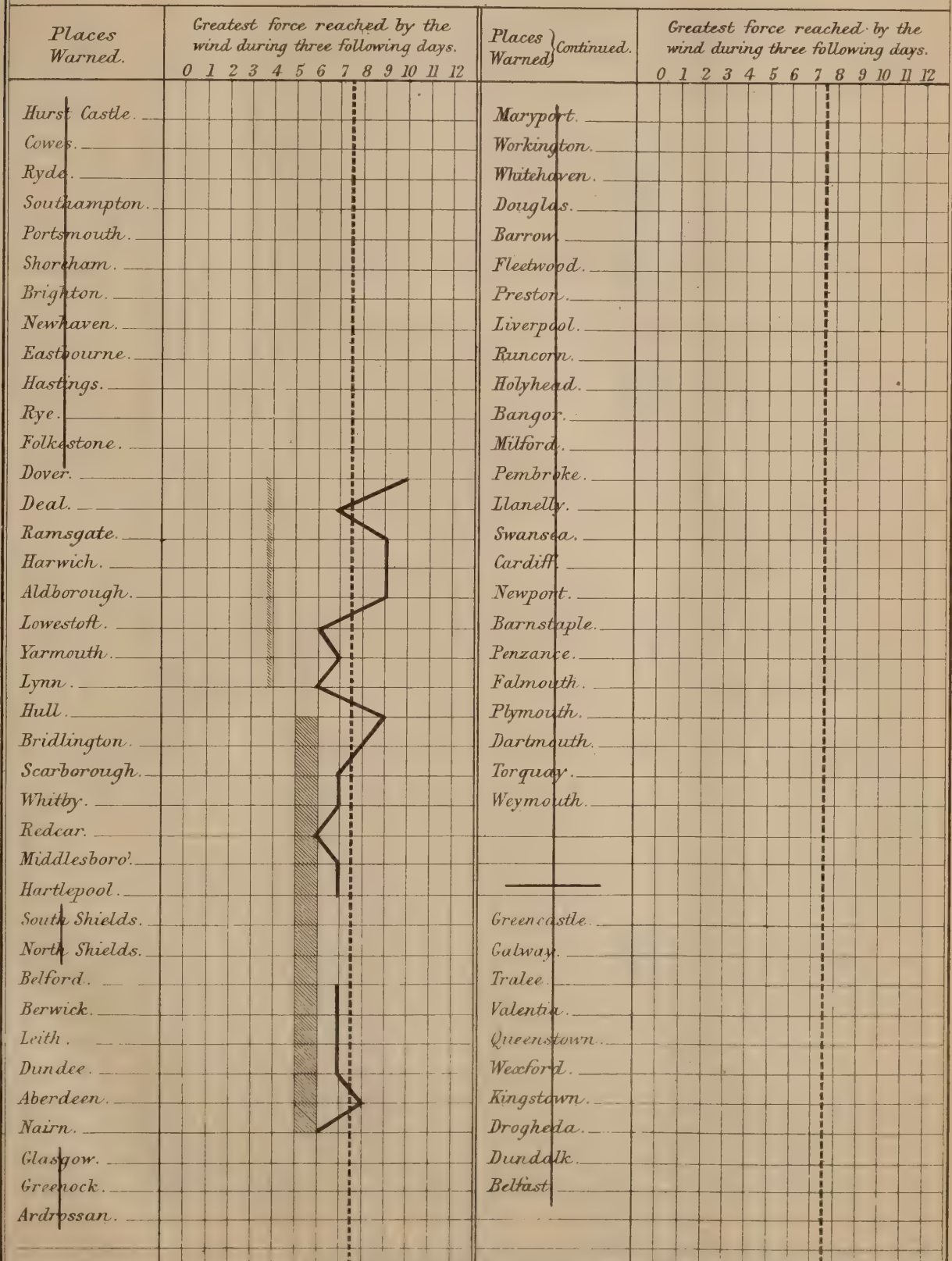


Nº 200.—Ordered, by the House of Commons, to be printed, 13 April, 1864.

WARNING OF THE 30th September, 1863. (4 p.m.)

"Drum" (Gales successively).

Greatest **FORCE OF THE WIND** *at the under-mentioned places during the three days following the Warning.*

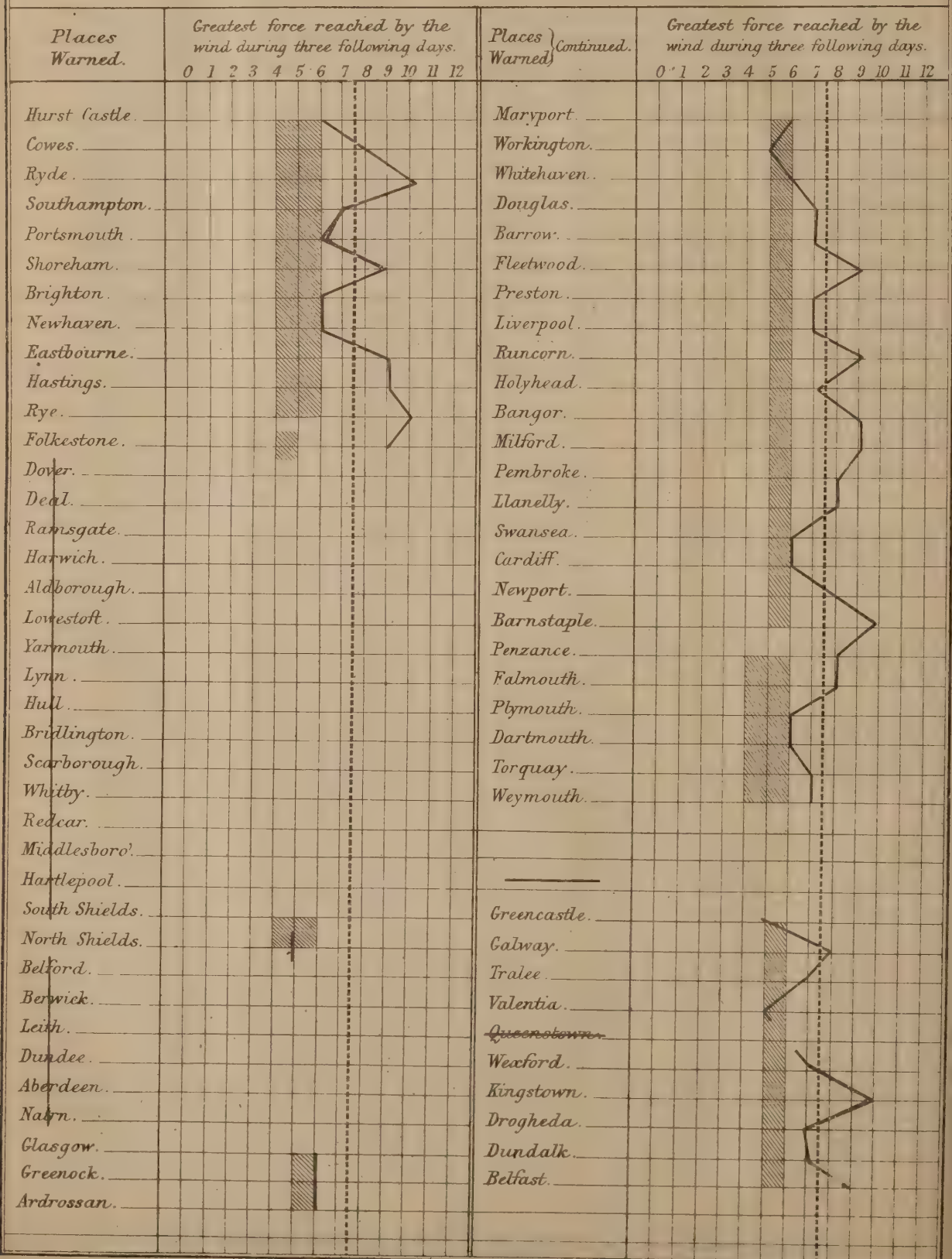


No. 200.—Ordered, by the House of Commons, to be printed, 13 April, 1864.

WARNING OF THE 1st October, 1863. (2 p.m.)

"Drum" (Gales successively).

Greatest **FORCE OF THE WIND** *at the under-mentioned places during the three days following the Warning.*

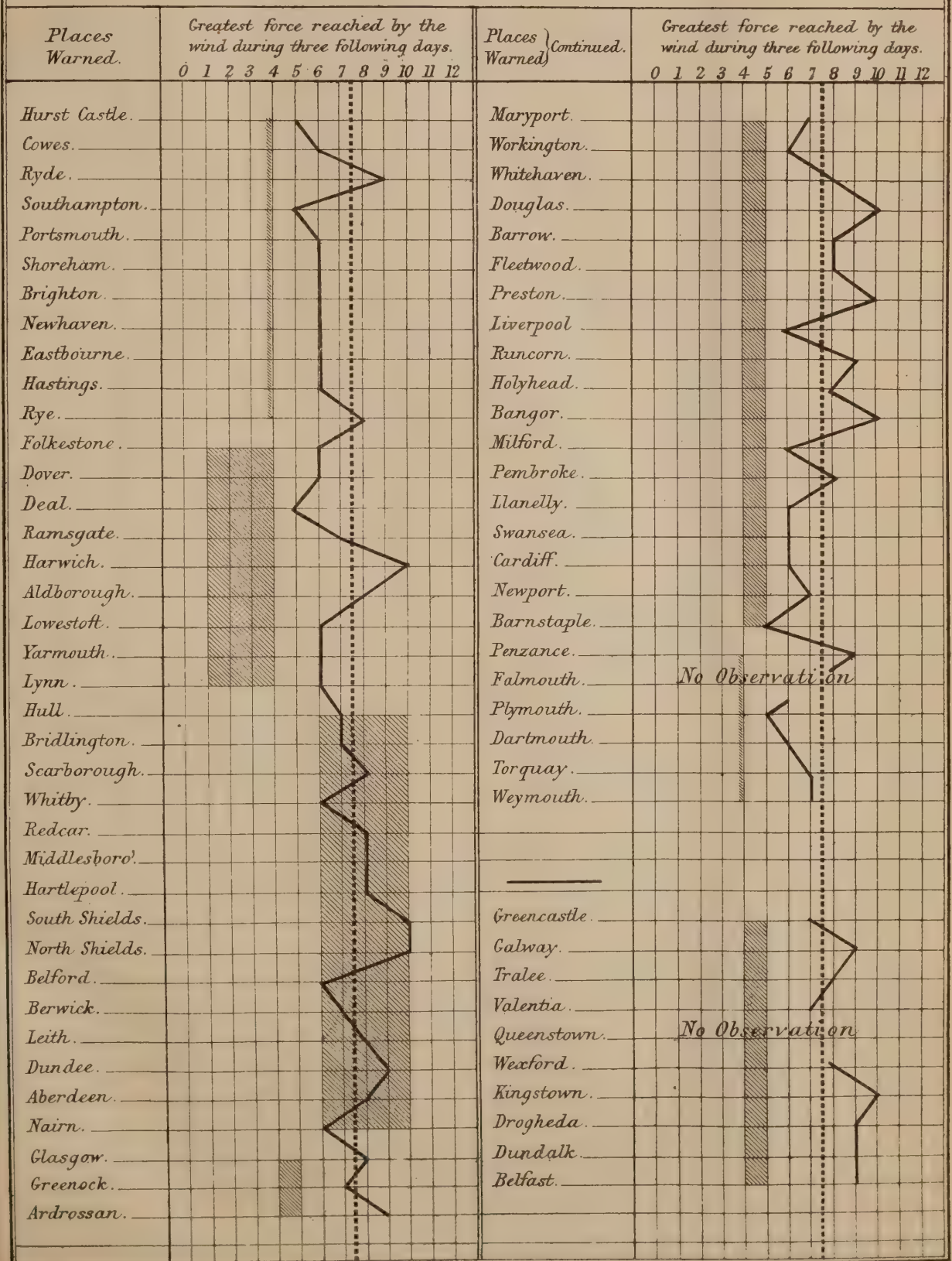


Nº 200.—Ordered, by the House of Commons, to be printed, 13 April, 1864.

WARNING OF THE 6th October, 1863. (4 p.m.)

"Drum" (Gales successively).

Greatest **FORCE OF THE WIND** *at the under-mentioned places during the three days following the Warning.*

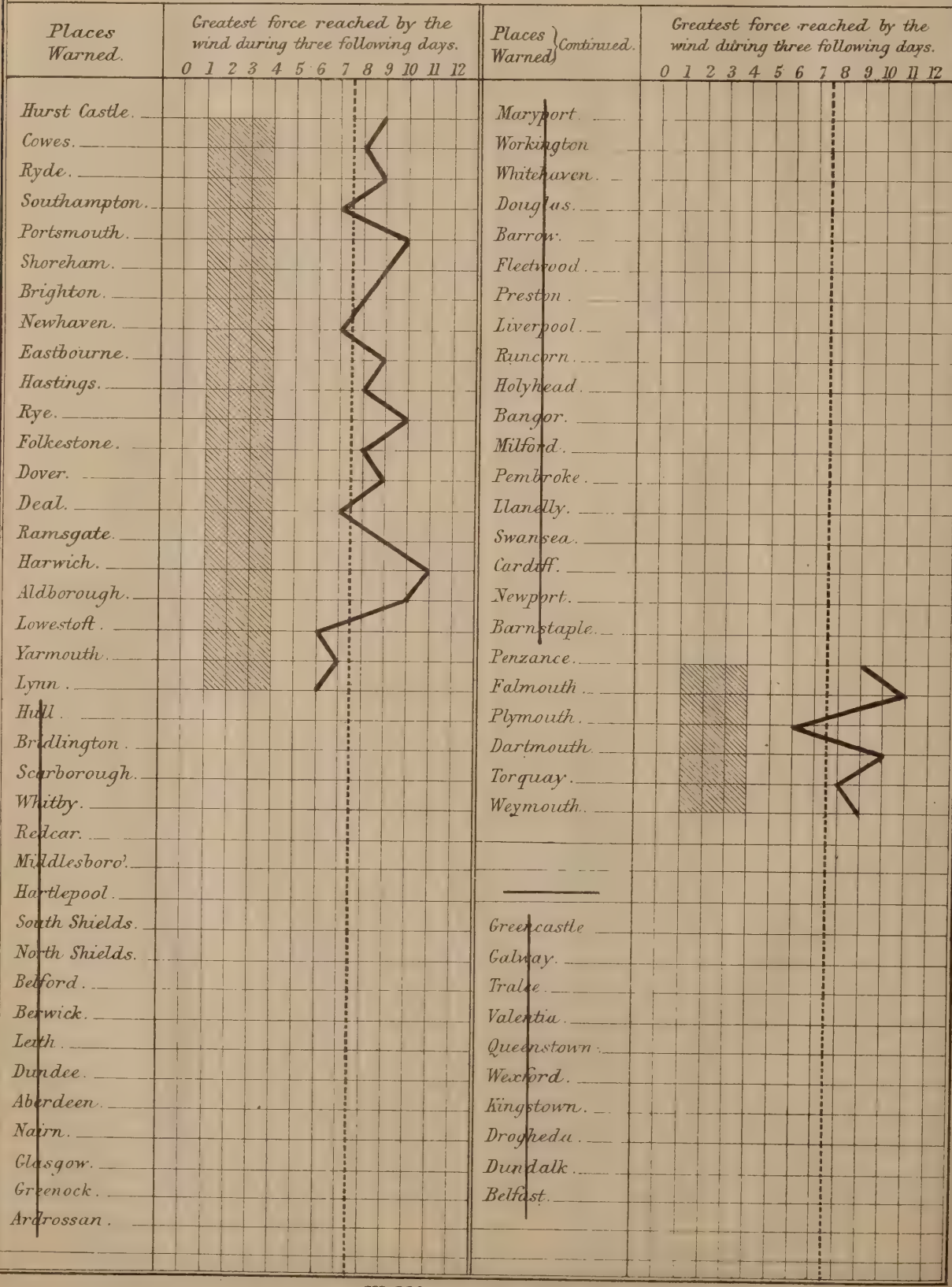


N° 200.—Ordered, by the House of Commons, to be printed, 13 April, 1864.

WARNING OF THE 7th October, 1863. (11 a.m.)

"Drum" (Gales successively).

Greatest **FORCE OF THE WIND** *at the under-mentioned places during the three days following the Warning.*

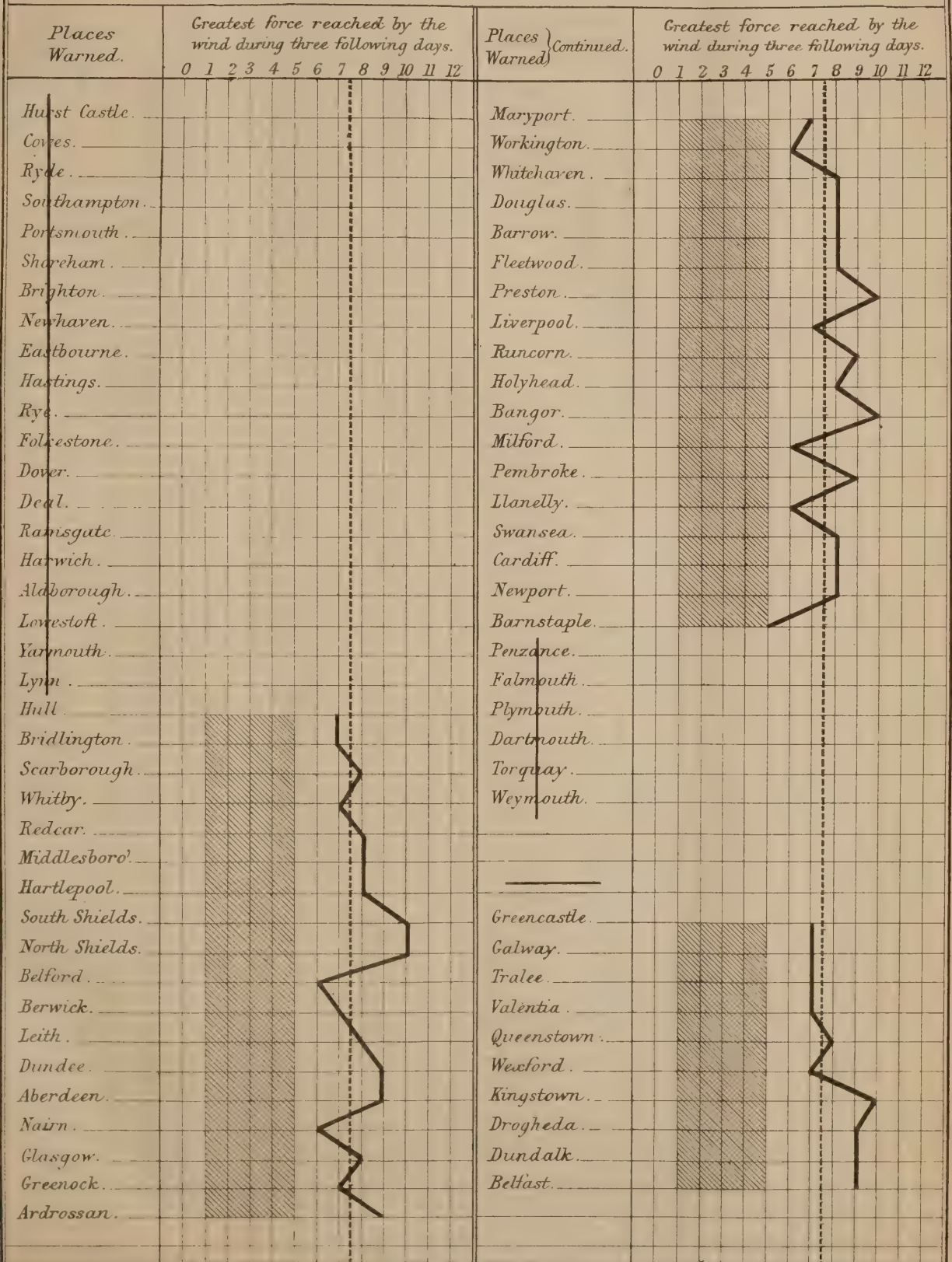


Nº 200.—Ordered, by the House of Commons, to be printed, 13 April, 1864.

WARNING OF THE 7th October, 1863. (11 a.m.)

"Drum under North Cone" { (Gale, probably at first from the Northward).

Greatest **FORCE OF THE WIND** *at the under-mentioned places during the three days following the Warning.*



N° 200.—Ordered, by the House of Commons, to be printed, 13 April, 1864.

WARNING OF THE 12th October, 1863. (11 a.m.)

"Drum" (Gales successively).

Greatest **FORCE OF THE WIND** *at the under-mentioned places during the three days following the Warning.*

Places Warned.	Greatest force reached by the wind during three following days. 0 1 2 3 4 5 6 7 8 9 10 11 12
Hurst Castle.	
Cowes.	
Ryde.	
Southampton.	
Portsmouth.	
Shoreham.	
Brighton.	
Newhaven.	
Eastbourne.	
Hastings.	
Rye.	
Folkestone.	
Dover.	
Deal.	
Ramsgate.	
Harwich.	
Aldborough.	
Lowestoft.	
Yarmouth.	
Lynn.	
Hull.	
Bridlington.	
Scarborough.	
Whitby.	
Redcar.	
Middlesboro'.	
Hartlepool.	
South Shields.	
North Shields.	
Belford.	
Berwick.	
Leith.	
Dundee.	
Aberdeen.	
Nairn.	
Glasgow.	
Greenock.	
Ardrossan.	

UNSETTLED

Places Warned (Continued.)	Greatest force reached by the wind during three following days. 0 1 2 3 4 5 6 7 8 9 10 11 12
Maryport.	
Workington.	
Whitehaven.	
Douglas.	
Barrow.	
Fleetwood.	
Preston.	
Liverpool.	
Runcorn.	
Holyhead.	
Bangor.	
Milford.	
Pembroke.	
Llanelly.	
Swansea.	No Observation
Cardiff.	
Newport.	
Barnstaple.	
Penzance.	
Falmouth.	
Plymouth.	
Dartmouth.	
Torquay.	
Weymouth.	
Greencastle.	
Galway.	
Tralee.	
Valentia.	
Queenstown.	
Wexford.	
Kingstown.	
Drogheda.	
Dundalk.	
Belfast.	

N° 200.—Ordered. by the House of Commons, to be printed, 13 April, 1864.

WARNING OF THE *Gale 28th October,* 1863. (4½ p.m.)

"Drum" *(Gales successively).*

Greatest **FORCE OF THE WIND** *at the under-mentioned places during the three days following the Warning.*

Places Warned.	Greatest force reached by the wind during three following days. 0 1 2 3 4 5 6 7 8 9 10 11 12
Hurst Castle.	
Cowes.	
Ryde.	
Southampton.	
Portsmouth.	
Shoreham.	
Brighton.	
Newhaven.	
Eastbourne.	
Hastings.	
Rye.	
Folkestone.	
Dover.	
Deal.	
Ramsgate.	
Harwich.	
Aldborough.	
Lowestoft.	
Yarmouth.	
Lynn.	
Hull.	
Bridlington.	
Scarborough.	
Whitby.	
Redcar.	
Middlesboro'.	
Hartlepool.	
South Shields.	
North Shields.	
Belford.	
Berwick.	
Leith.	
Dundee.	
Aberdeen.	
Nairn.	
Glasgow.	
Greenock.	
Ardrossan.	

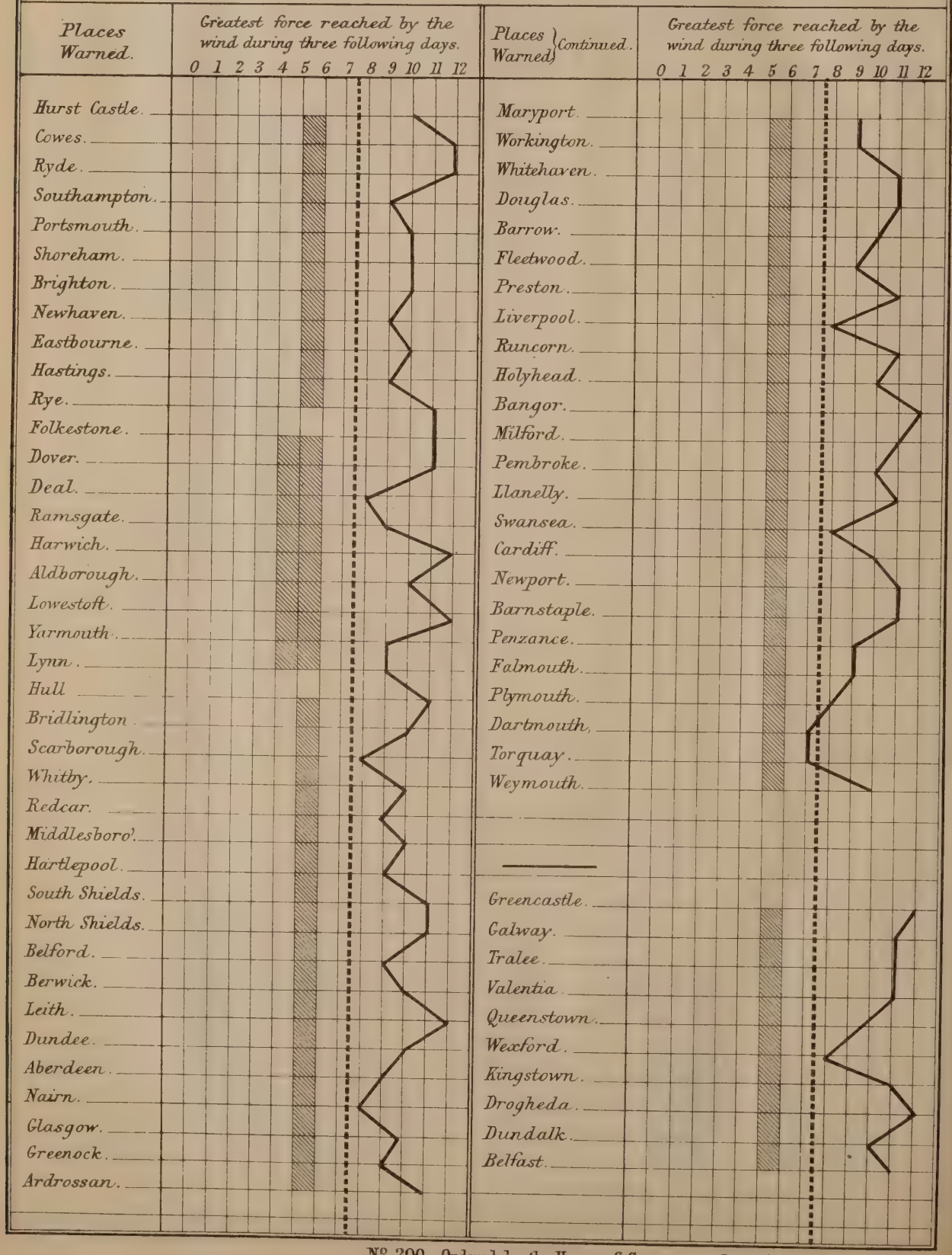
Places Warned } Continued.	Greatest force reached by the wind during three following days. 0 1 2 3 4 5 6 7 8 9 10 11 12
Maryport.	
Workington.	
Whitehaven.	
Douglas.	
Barrow.	
Fleetwood.	
Preston.	No Observation
Liverpool.	
Runcorn.	
Holyhead.	
Bangor.	No Observation
Milford.	
Pembroke.	
Llanelly.	
Swansea.	
Cardiff.	
Newport.	
Barnstaple.	
Penzance.	
Falmouth.	
Plymouth.	
Dartmouth.	
Torquay.	
Weymouth.	
Greencastle.	
Galway.	
Tralee.	
Valentia.	
Queenstown.	
Wexford.	
Kingstown.	
Drogheda.	
Dundalk.	
Belfast.	

N° 200.—Ordered by the House of Commons, to be printed, 13 April, 1864.

WARNING OF THE 29th October, 1863. (11½ a.m.)

"Drum" (Gales successively).

Greatest **FORCE OF THE WIND** *at the under-mentioned places during the three days following the Warning.*

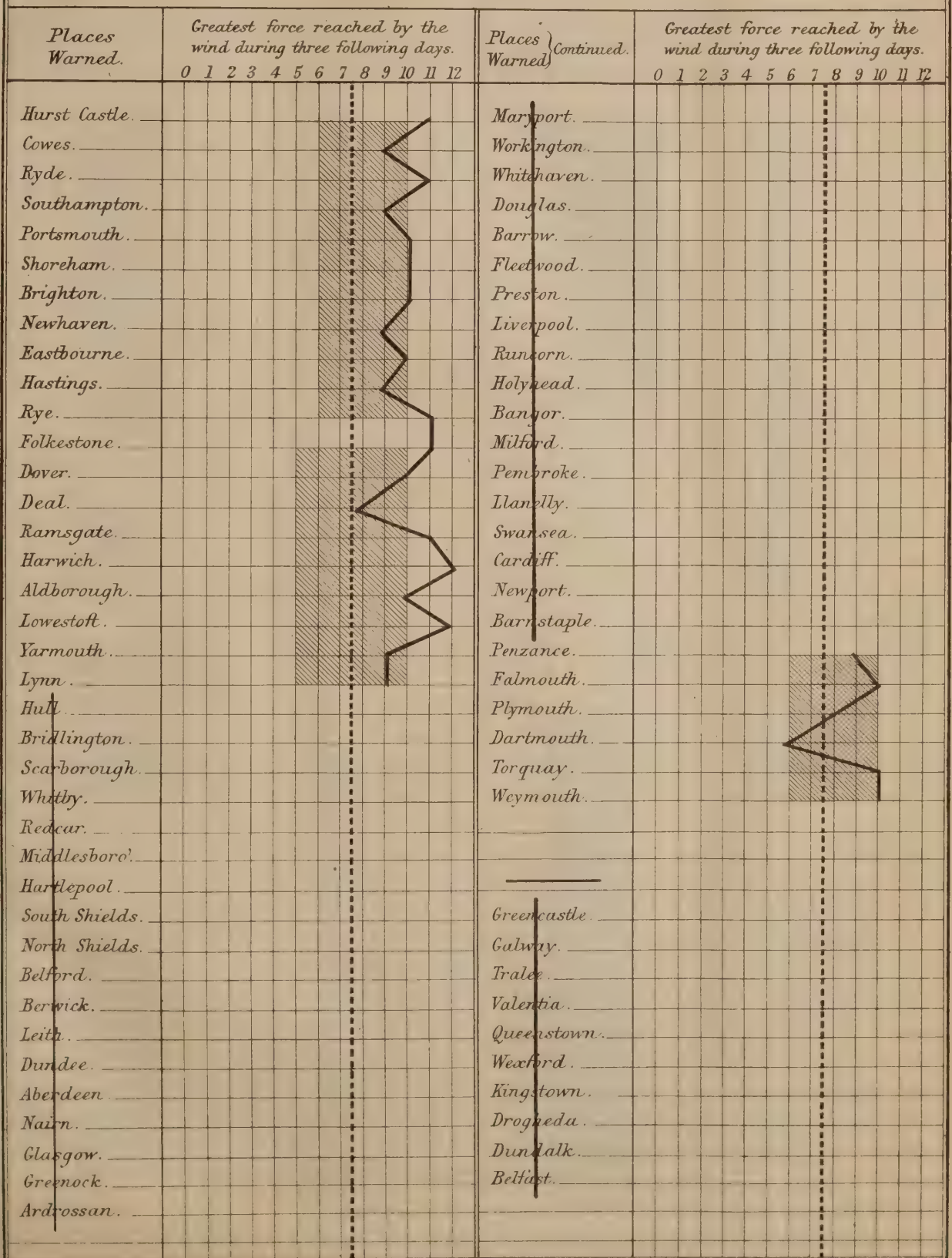


Nº 200.—Ordered, by the House of Commons, to be printed, 13 April, 1864.

WARNING OF THE 30th October, 1863. (1½ p.m.)

"South Cone under Drum" { (Gale, probably at first from the Southward).

Greatest **FORCE OF THE WIND** *at the under-mentioned places during the three days following the Warning.*

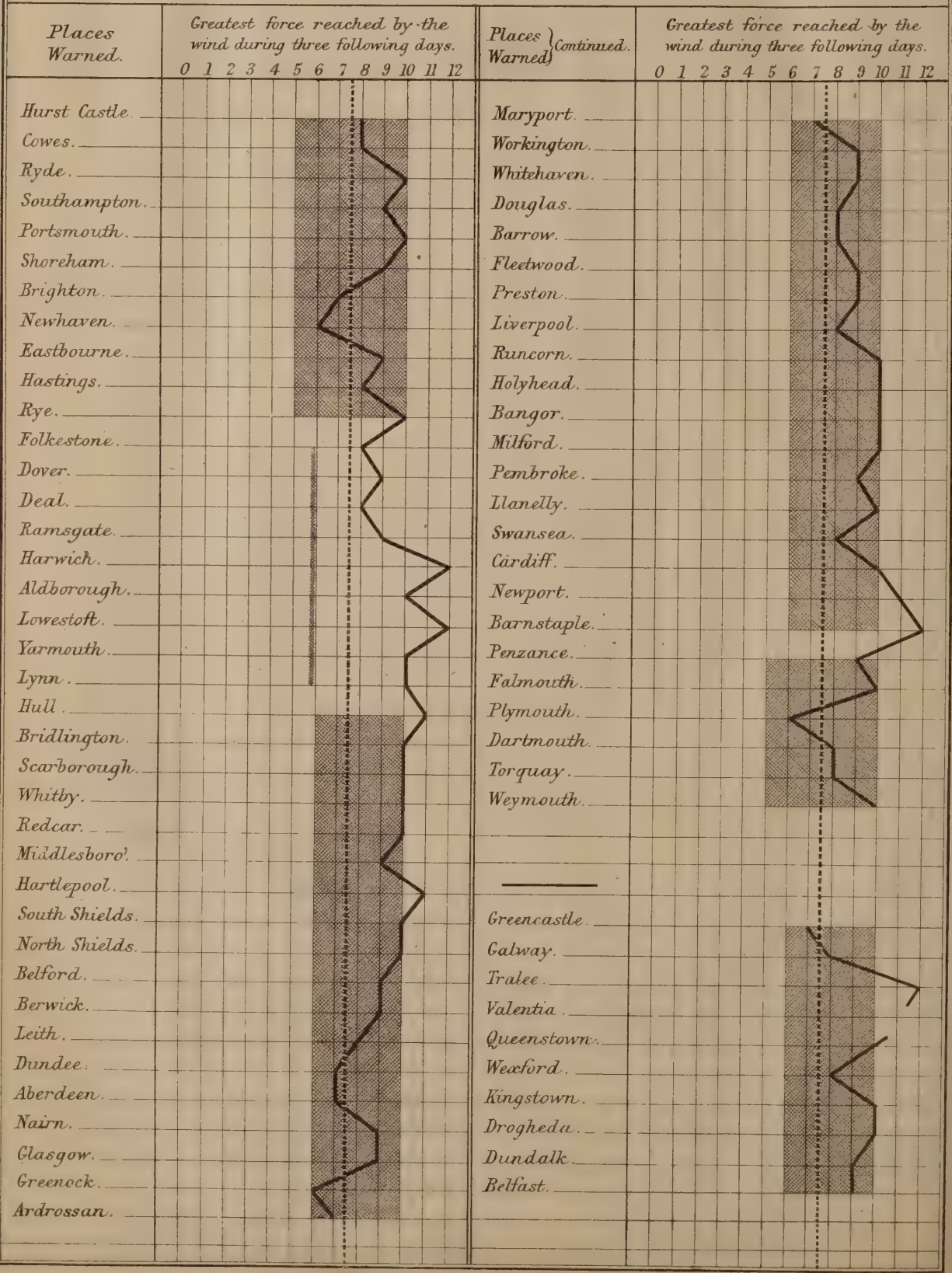


Nº 200.—Ordered, by the House of Commons, to be printed, 13 April, 1864.

WARNING OF THE 2nd November, 1863. (10.40 a.m.)

"North Cone over Drum" { (Gale, probably at first from the Northward).

Greatest **FORCE OF THE WIND** *at the under-mentioned places during the three days following the Warning.*

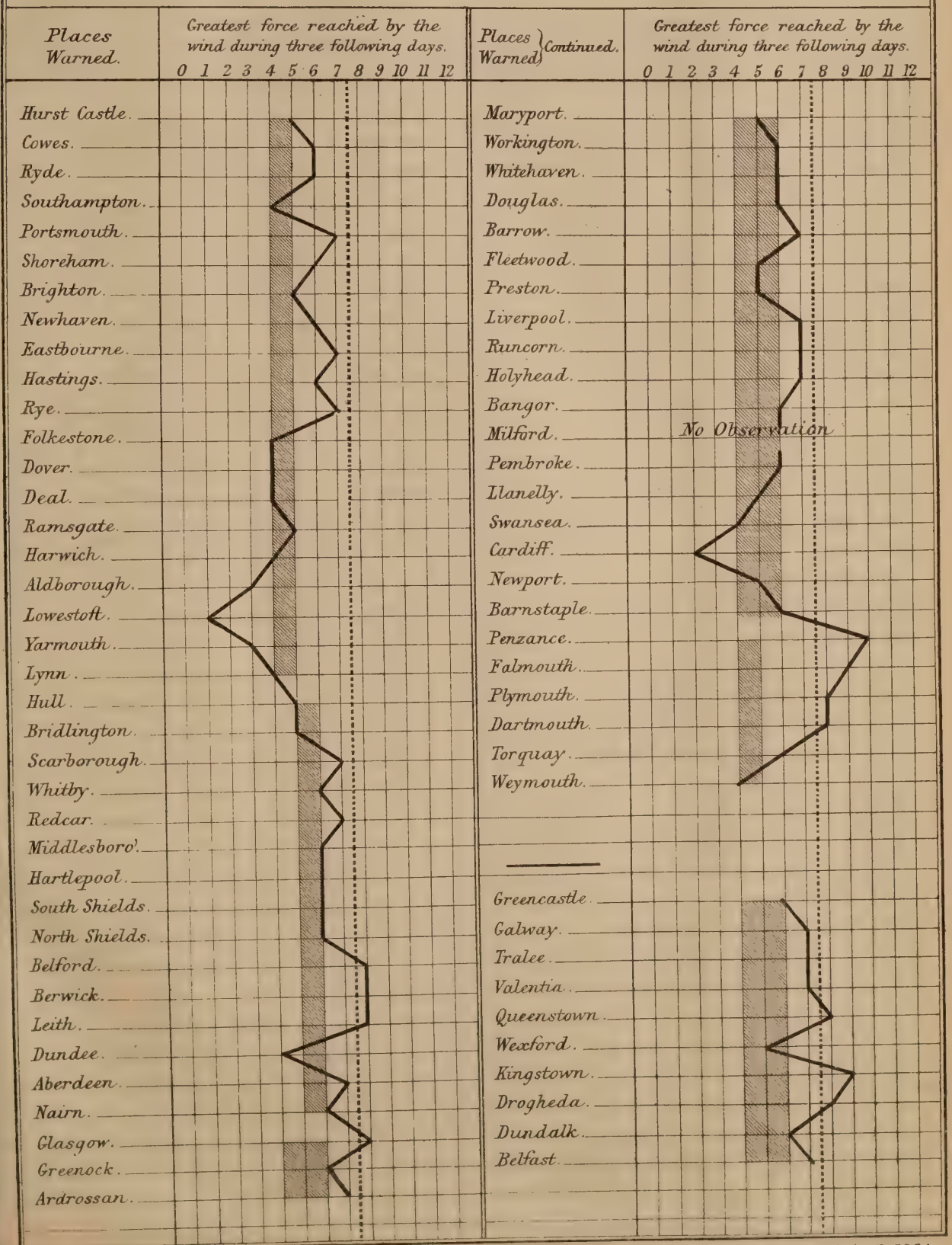


Nº 200.—Ordered, by the House of Commons, to be printed, 13 April, 1864.

WARNING OF THE 11th November, 1863. (11 a.m.)

"Drum" (Gales successively).

Greatest **FORCE OF THE WIND** *at the under-mentioned places during the three days following the Warning.*



No. 200.—Ordered, by the House of Commons, to be printed, 13 April, 1864.

WARNING OF THE 18th November, 1863. (3 p.m.)

"South Cone" (Gale, probably from the Southward).

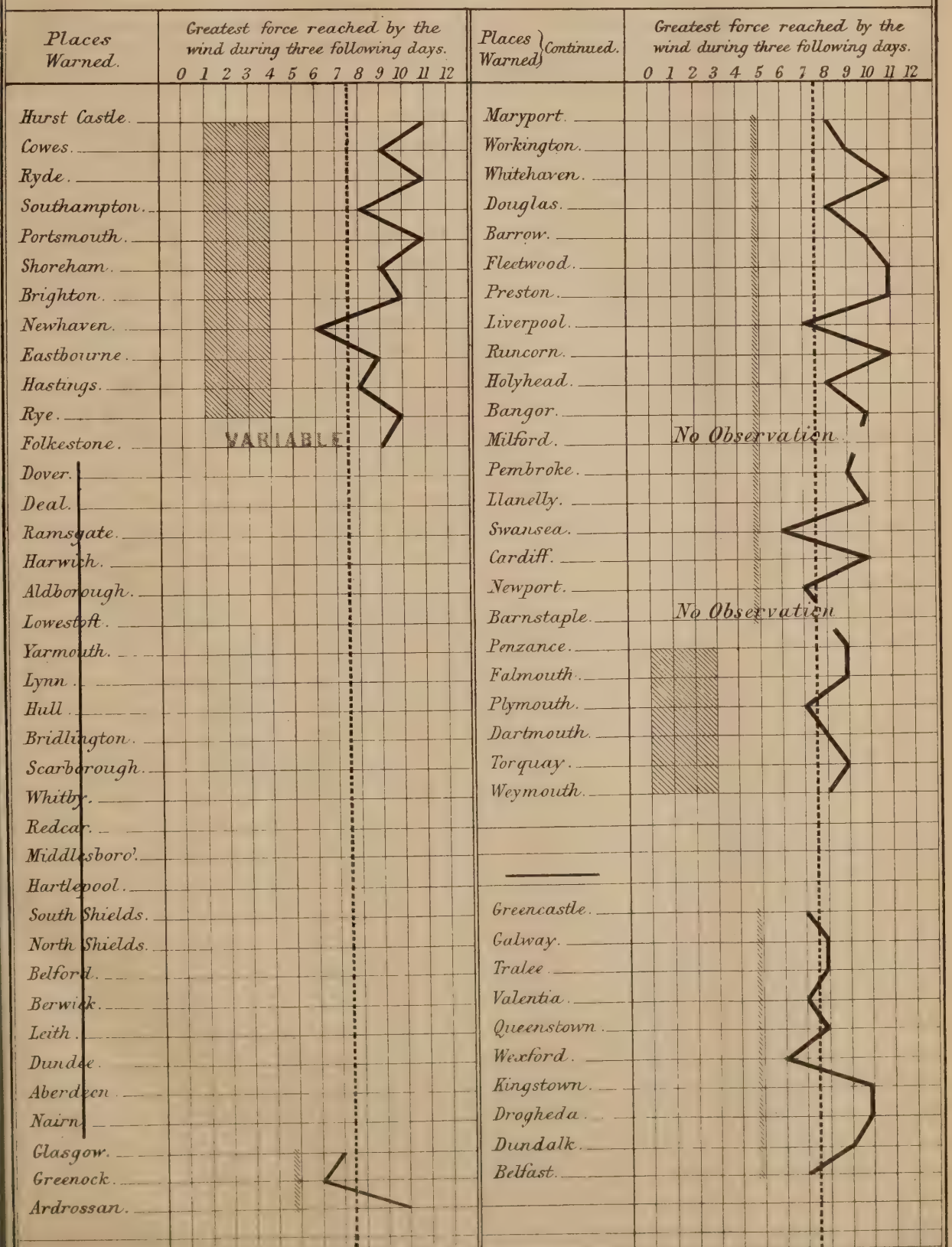
Greatest **FORCE OF THE WIND** *at the under-mentioned places during the three days following the Warning.*

Nº 200.—Ordered, by the House of Commons, to be printed, 13 April, 1864.

WARNING OF THE 21st November, 1863. (11 a.m.)

"South Cone" (*Gale, probably from the Southward*).

Greatest **FORCE OF THE WIND** *at the under-mentioned places during the three days following the Warning.*

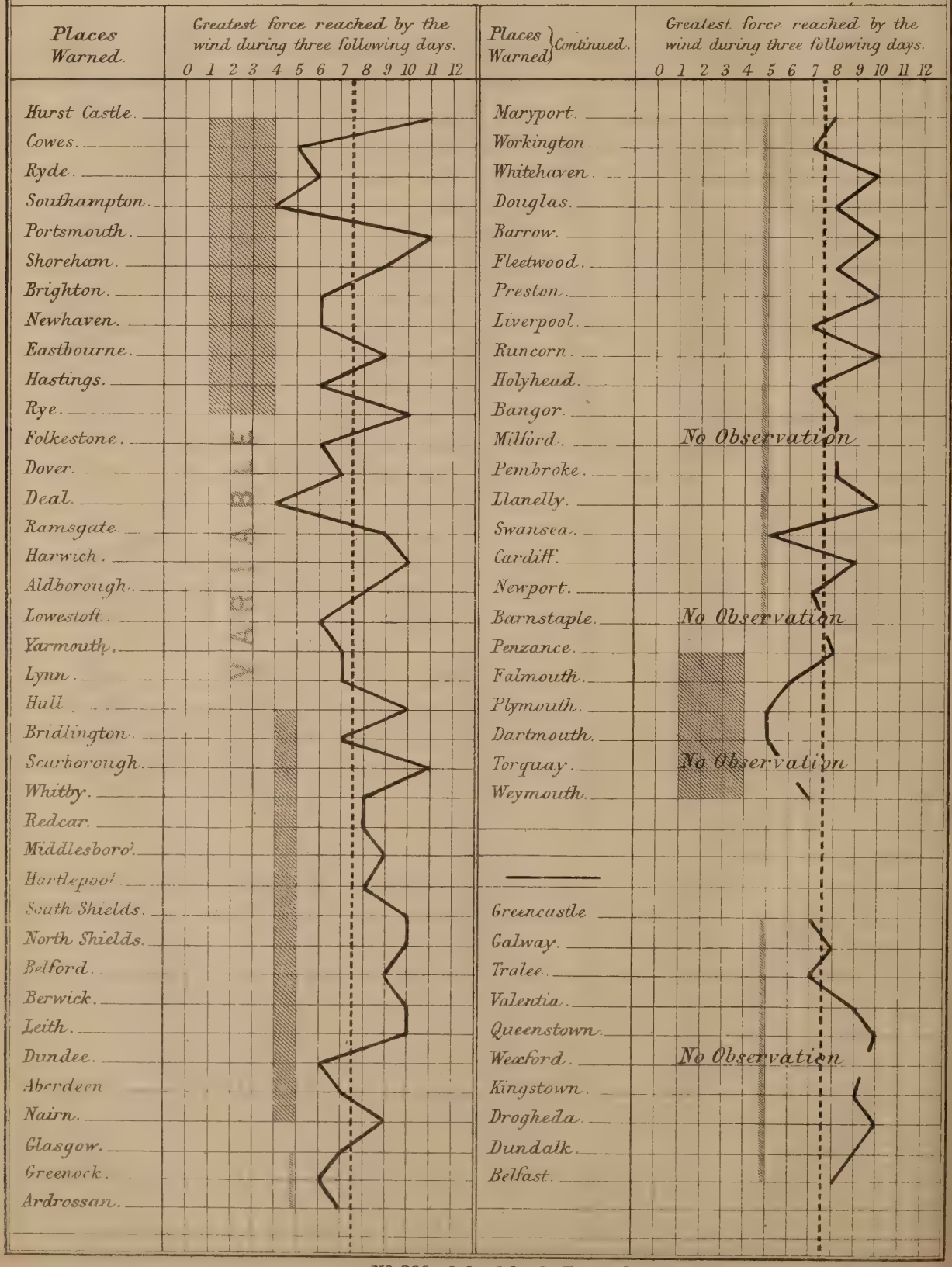


Nº 200.—Ordered, by the House of Commons, to be printed, 13 April, 1864.

WARNING OF THE 21st November, 1863. (4 p.m.)

"Drum" (Gales successively).

Greatest **FORCE OF THE WIND** *at the under-mentioned places during the three days following the Warning.*

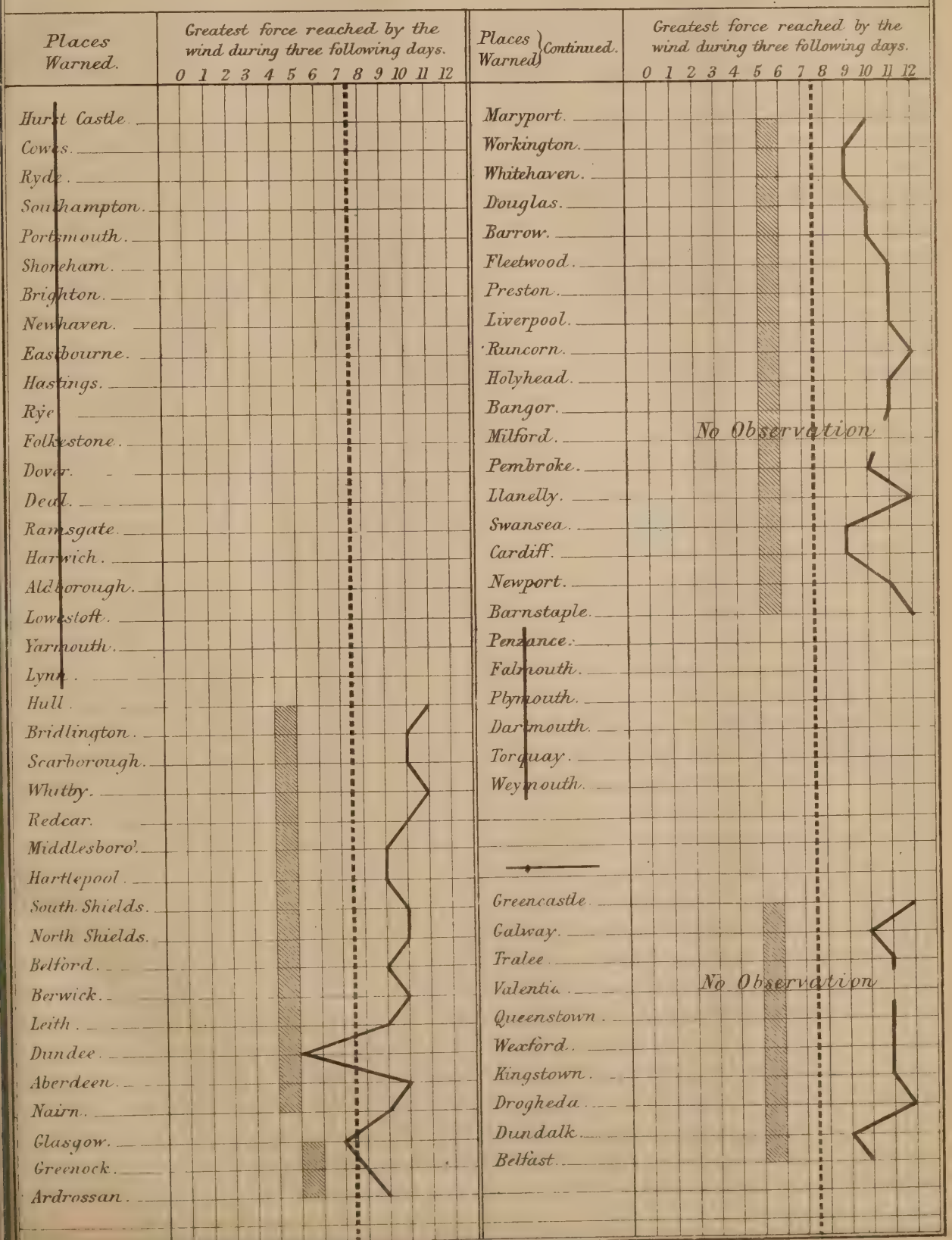


Nº 200.—Ordered, by the House of Commons, to be printed, 13 April, 1864.

WARNING OF THE 1st December, 1863. (11 a.m.)

"Drum" (Gales successively).

Greatest **FORCE OF THE WIND** *at the under-mentioned places during the three days following the Warning.*

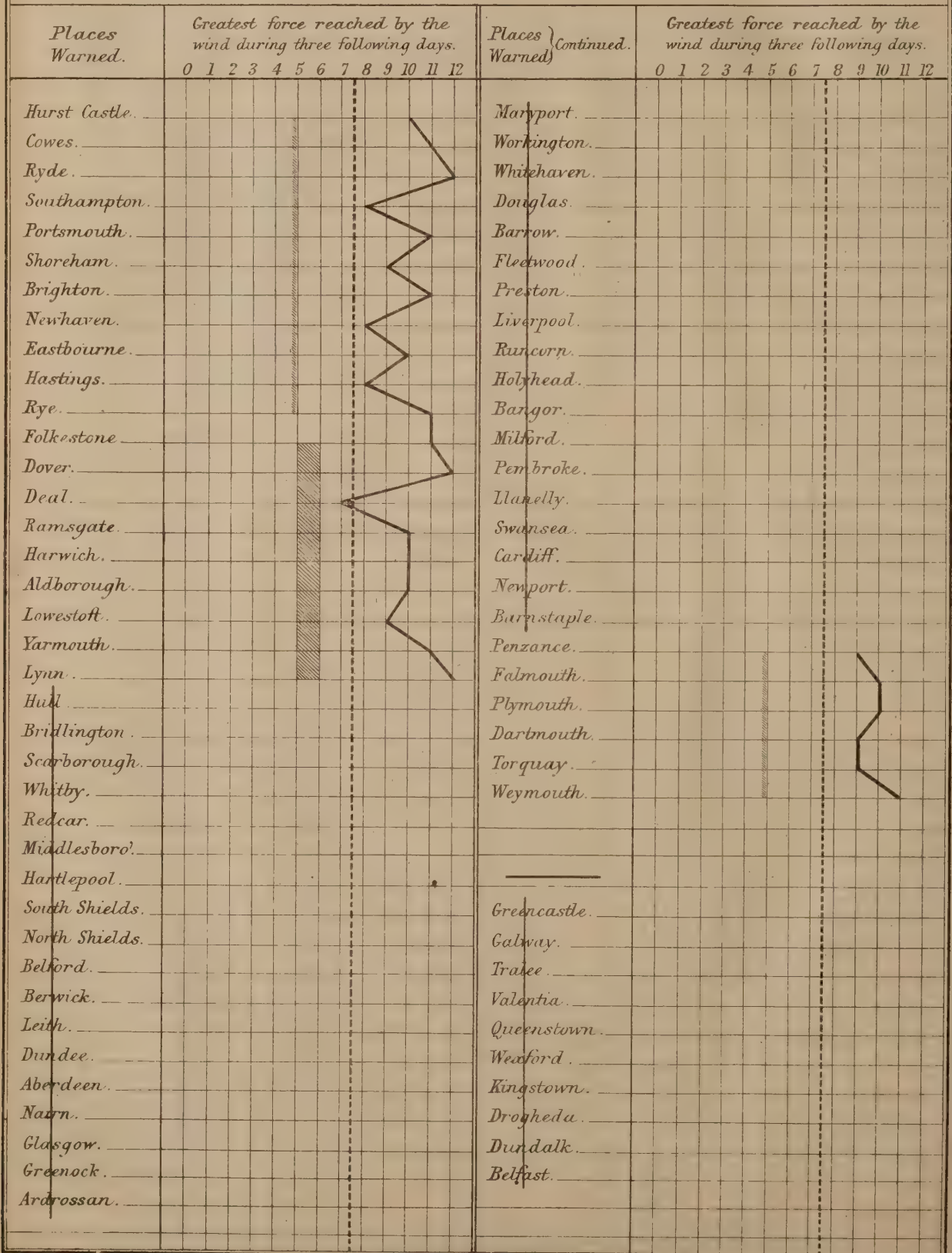


Nº 200.—Ordered, by the House of Commons, to be printed, 13 April, 1864.

WARNING OF THE 1st December, 1863. (11 a.m.)

"South Cone" (Gale, probably from the Southward)

Greatest **FORCE OF THE WIND** *at the under-mentioned places during the three days following the Warning.*

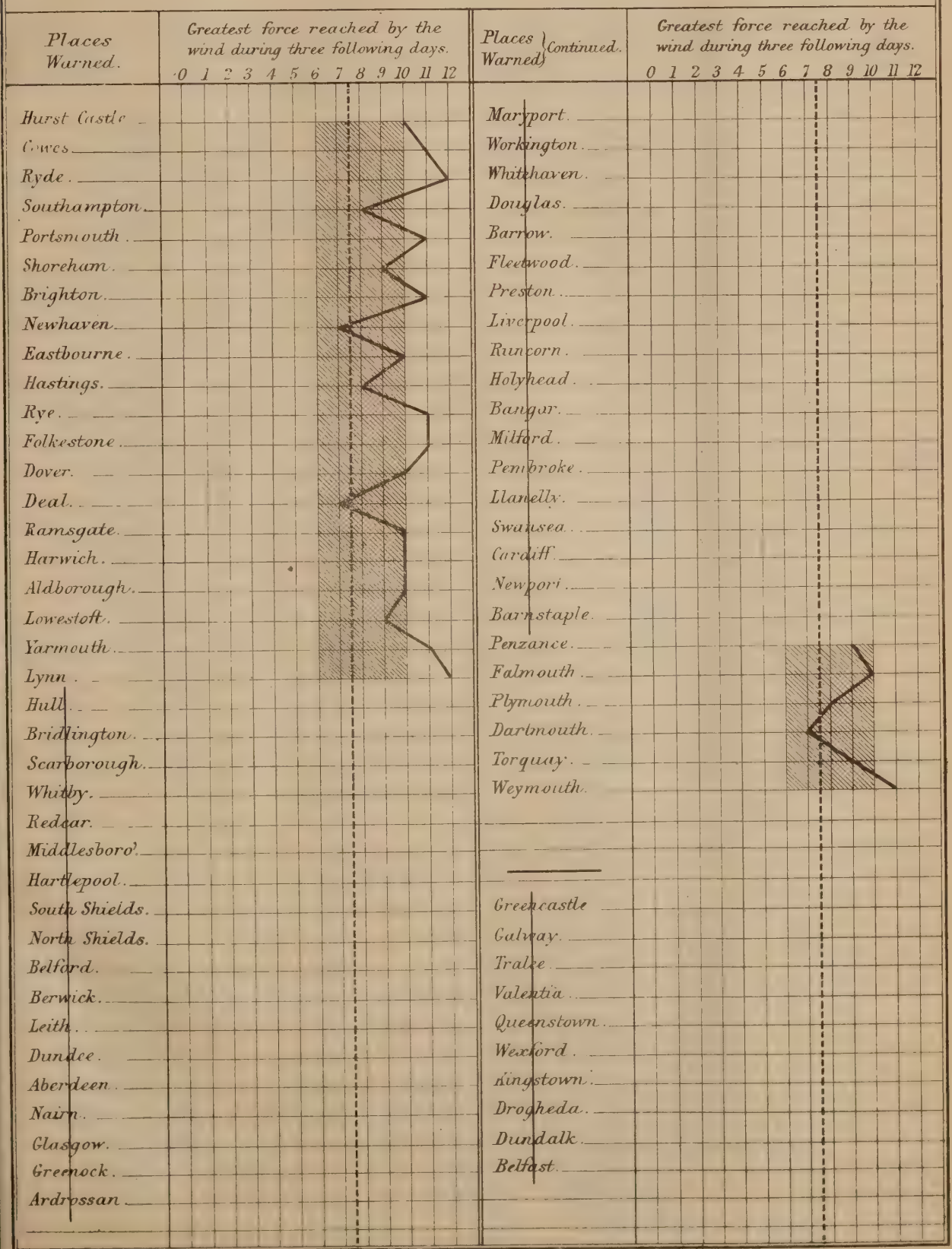


Nº 200.—Ordered, by the House of Commons, to be printed, 13 April, 1864.

WARNING OF THE 2nd December, 1863. (11 a.m.)

"Drum" (Gales successively).

Greatest **FORCE OF THE WIND** *at the under-mentioned places during the three days following the Warning.*

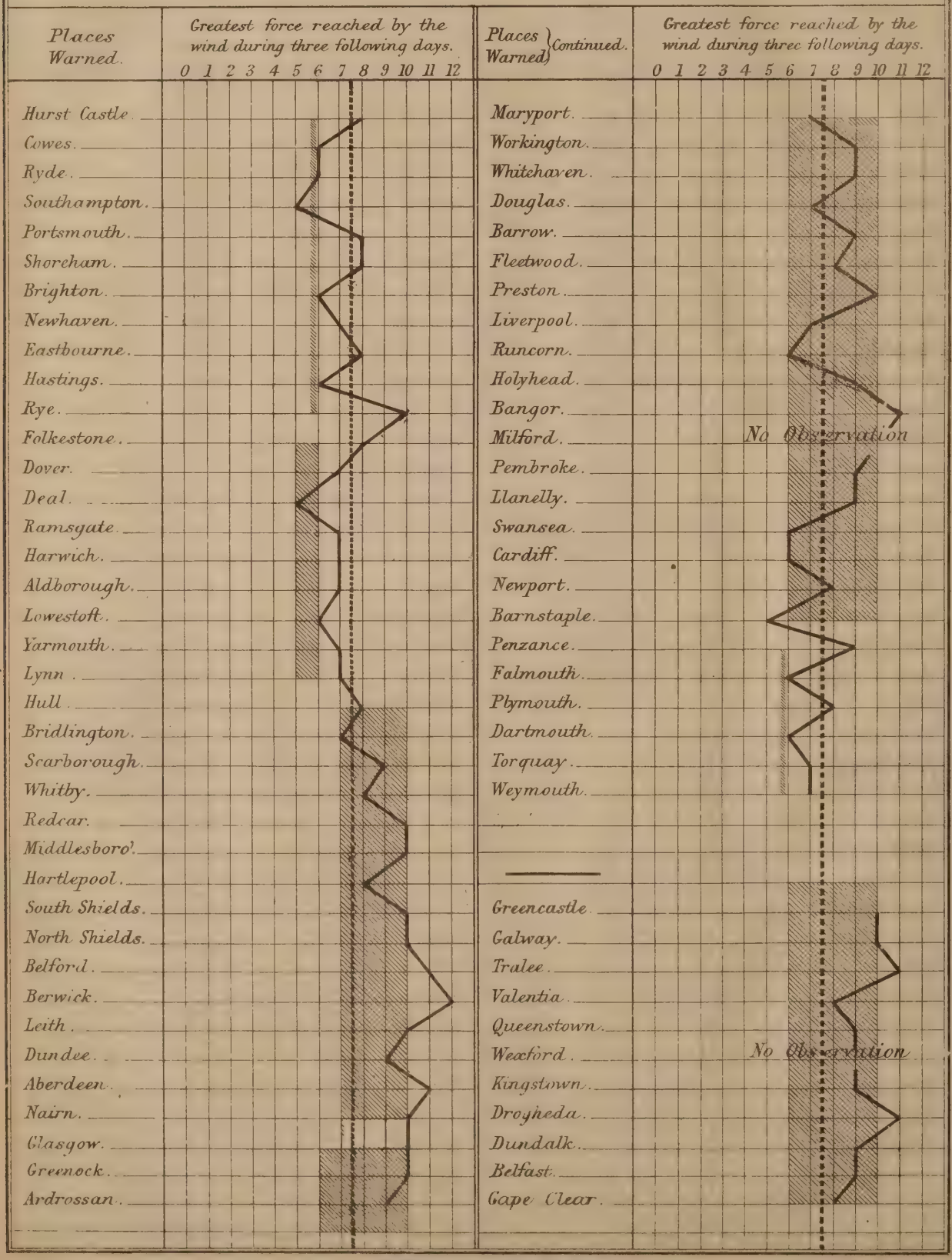


Nº 200.—Ordered, by the House of Commons, to be printed, 13 April, 1864.

WARNING OF THE 5th December, 1863. (11 a.m.)

"South Cone" (*Gale, probably from the Southward*).

Greatest **FORCE OF THE WIND** *at the under-mentioned places during the three days following the Warning.*

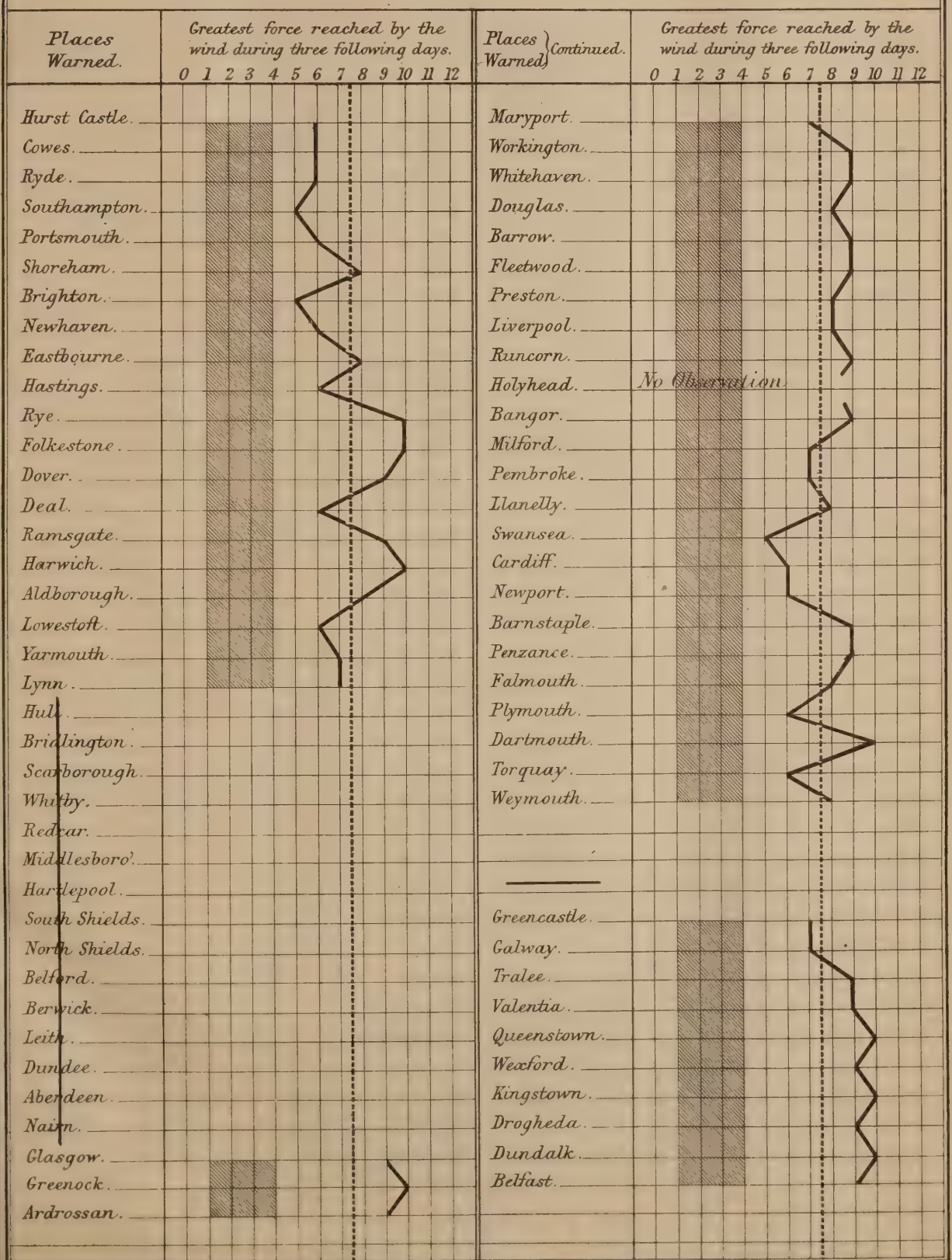


Nº 200.—Ordered, by the House of Commons, to be printed, 13 April, 1864.

WARNING OF THE 16th December, 1863. (11 a.m.)

"South Cone" (*Gale, probably from the Southward*).

Greatest **FORCE OF THE WIND** *at the under-mentioned places during the three days following the Warning.*



No. 200.—Ordered, by the House of Commons, to be printed, 13 April, 1864.

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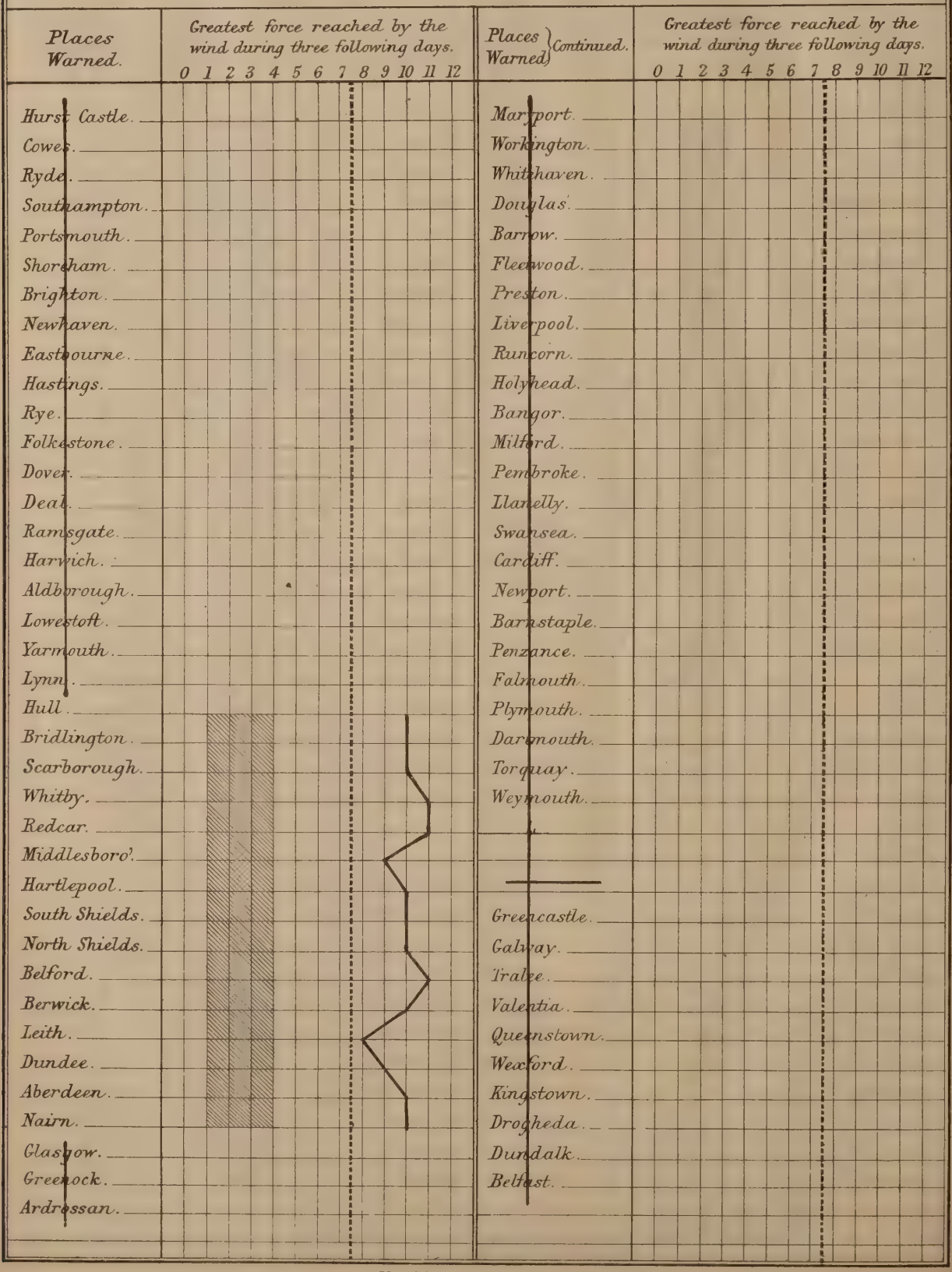
WARNING OF THE 16th December, 1863. (11 a.m.)

"Drum over South Cone" {(Gale, probably at first from the Southward).

Greatest **FORCE OF THE WIND** *at the under-mentioned places during the three days following the Warning.*

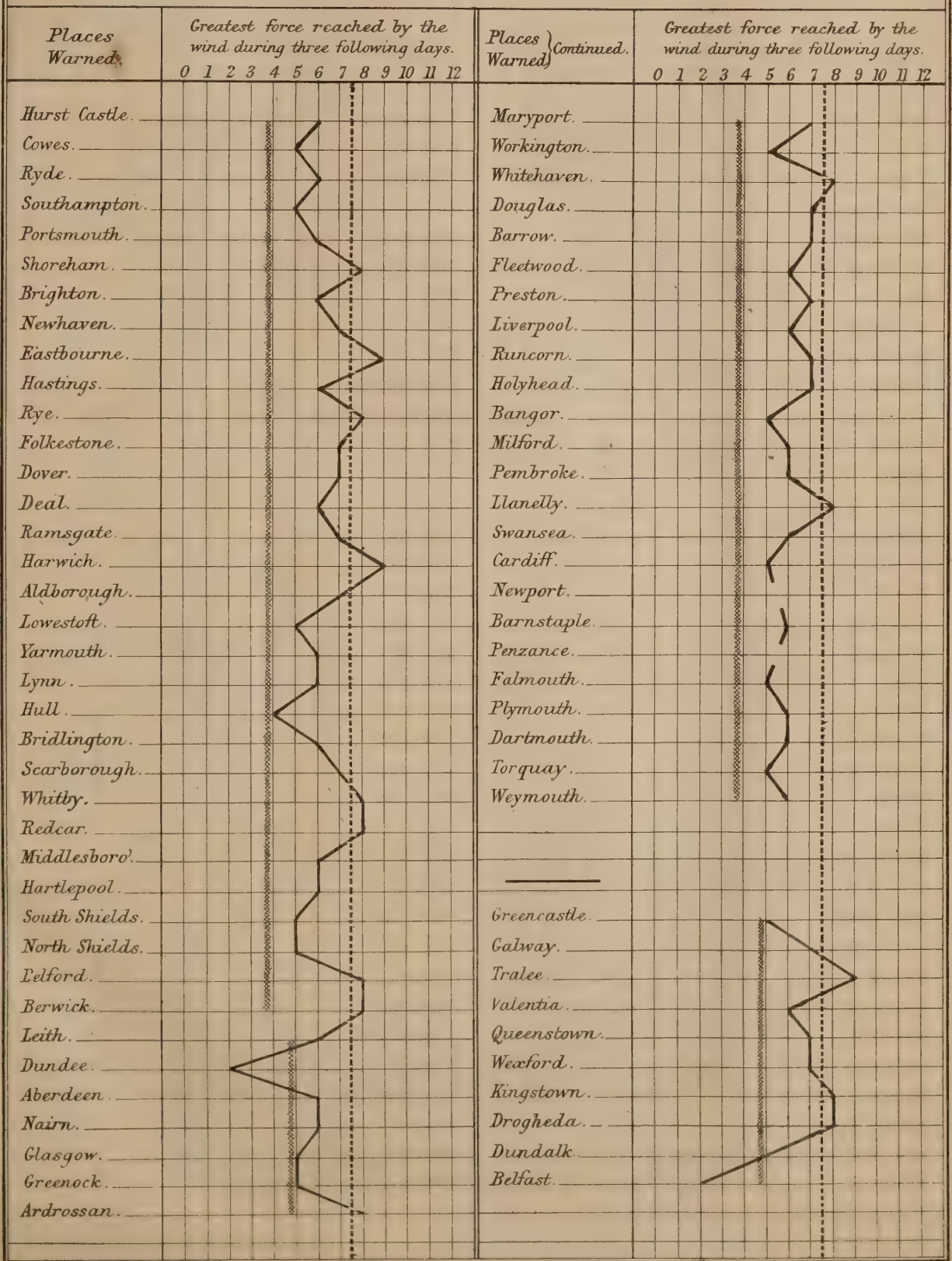


Nº 200.—Ordered, by the House of Commons, to be printed, 13 April, 1864.

WARNING OF THE 26th December, 1863. (5 p.m.)

"South Cone" (*Gale, probably from the Southward*).

Greatest **FORCE OF THE WIND** *at the under-mentioned places during the three days following the Warning.*

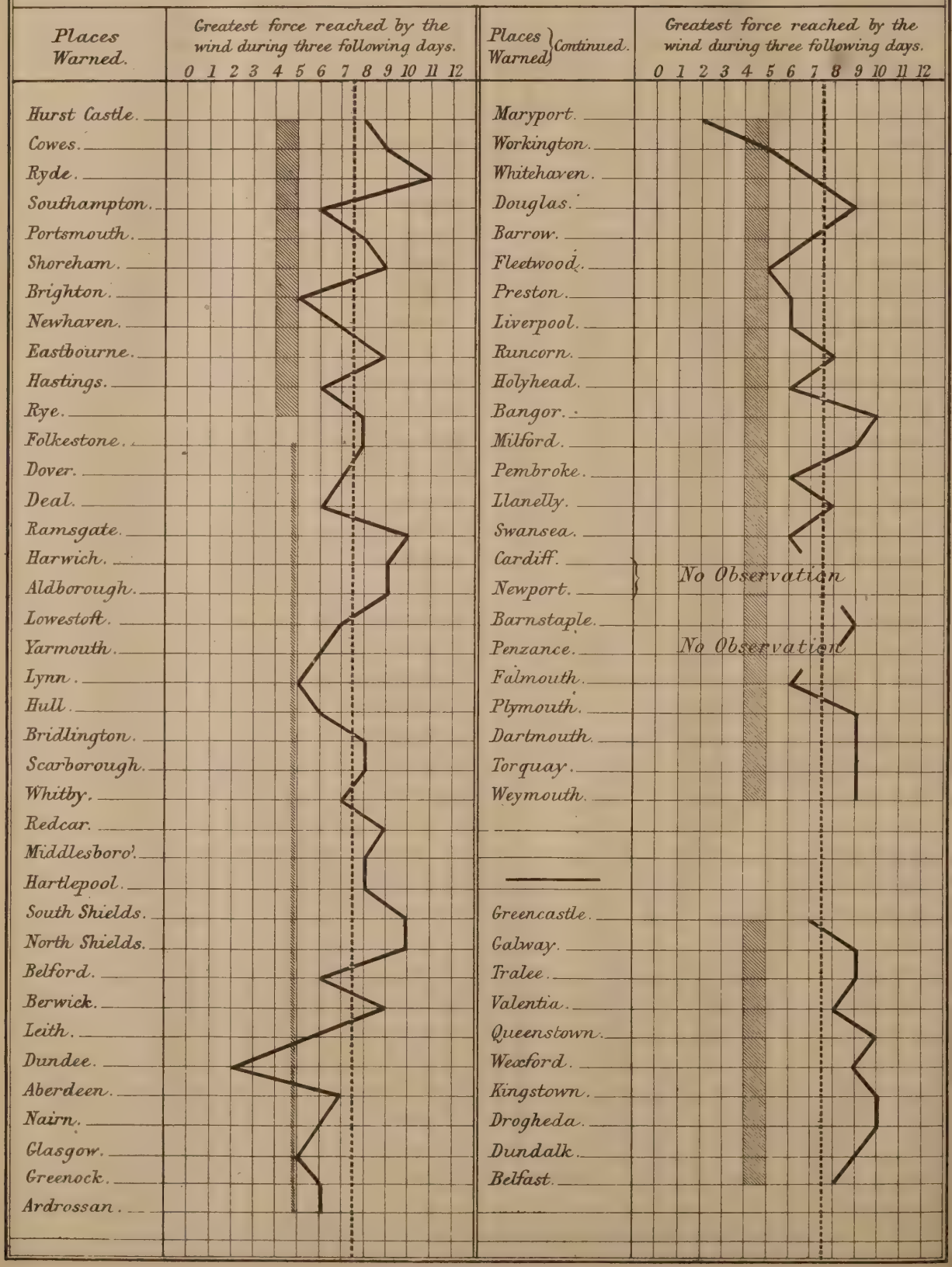


Nº 200.—Ordered, by the House of Commons, to be printed, 13 April, 1864.

WARNING OF THE 31st December, 1863. (11 a.m.)

"Drum" (Gales successively).

Greatest **FORCE OF THE WIND** *at the under-mentioned places during the three days following the Warning.*



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COMPARAISON du Temps annoncé par M. l'Amiral *FitzRoy* pour la Côte Ouest de *France*, et du Temps observé à *Brest* à l'Observatoire de la Marine.

Temps prévu par l'Amiral FitzRoy pour la Côte Ouest de France.				Temps observé à Brest.			
Dates.	Direction du Vent.	Force.	État du Ciel.	Dates.	Direction du Vent.	Force.	État du Ciel.
1862 :				1862 :			
17 Dec.	N.N.O. à l'E.N.E.	modéré	beau.	17 Dec.	S.O.	jolie brise	couvert, brumeux, un peu de pluie.
18 „	Nord à Est	frais	beau.	18 „	Nord à Ouest	faible à jolie brise	couvert, brumeux.
19 „	Nord à Est	modéré.		19 „	N.O.	bonne brise à forte brise	couvert, pluvieux.
20 „	Nord à l'Ouest	fort.		20 „	N.N.O. à N.O.	forte brise à *coup de vent*	très nuageux, grains de pluie et de grêle.
21 „	N.N.O. au N.E.	frais.		21 „	Nord à N.E.	forte brise à bonne brise	nuageux, pluie.
22 „	N.O.	intérrompu	Pluie, ou neige.	22 „	N.N.E. à Nord	faible brise	- - do.
23 „	Nord à Ouest	frais à modéré.		23 „	Nord	jolie brise à bonne brise	couvert, pluie.
24 „	Nord à Ouest	frais à modéré		24 „	N.N.O. à Ouest	faible brise	couvert, pluie fine, par moments.
25 „	N.N.O. à O.S.O. et retour au Nord	modéré	beau.	25 „	O.S.O. à O.N.O.	- do.	- - do. - - do.
26 „	N.N.O. à E.N.E.	modéré.		26 „	O.S.O. à Ouest	faible brise à jolie brise	couvert, pluie fine, brouillard.
27 „	N.O. au N.E.	frais	beau.	27 „	O.S.O. à S.O.	- - - do	- - do. - - do.
28 „	N.N.O. à E.N.E.	frais	beau.	28 „	S.O.	jolie brise à bonne brise	couvert, beau.
29 „	Nord à Est	modéré	un peu de neige en différentes localités.	29 „	O.S.O. à S.O.	bonne brise	nuageux, pluie.
30 „	S.O. au N.O.	*coup de vent*	pluvieux. (2e dépêche, coup de vent probable, tempête peut-être).	30 „	N.N.O. au N.O.	bonne brise à forte brise	nuageux, grains de pluie et de grêle.
31 „	O.N.O. au N.N.E.	fort à modéré		31 „	N.O. à Ouest et à S.O.	faible brise	nuageux, grains de pluie.

COMPARAISON du Temps annoncé par M. l'Amiral *FitzRoy* pour la Côte Ouest de *France*, et du Temps observé à *Brest* à l'Observatoire de la Marine—(*continué*).

Temps prévu par l'Amiral FitzRoy pour la Côte Ouest de France.				Temps observé à Brest.			
Dates.	Direction du Vent.	Force.	État du Ciel.	Dates.	Direction du Vent.	Force.	État du Ciel.
1863:				1863:			
1 Janvier	Ouest au Nord, et au N.E.	frais à modéré.		1 Janvier	S.O.	bonne brise à forte brise	couvert, pluvieux, brouillard.
2 ,,	*Coup de vent probable, tournant.*			2 ,,	O.N.O. à Ouest et à O.S.O.	jolie brise à bonne brise	nuageux, pluie.
3 ,,	O.N.O. au N.E.	fort à modéré.		3 ,,	O.S.O. à S.O.	jolie brise	couvert, pluie.
4 ,,	S.S.E. au O.S.O.	fort à frais	pluvieux. (2e dépêche, coup de vent probable du nord.	4 ,,	O.S.O. à S.O.	bonne brise à jolie brise	- - do.
5 ,,	Ouest au Nord	frais à modéré.		5 ,,	S.O.	faible à jolie brise	- - do.
6 ,,	S.O.	*coup de vent*	avec pluie. (2e dépêche, coups de vent probable du nord).	6 ,,	S.O. à Ouest	bonne brise à foible brise	nuageux, pluie.
7 ,,	Ouest au Nord	*coup de vent*	neige.	7 ,,	S.O. à Ouest	faible brise	nuageux, pluie et grains de grêle.
8 ,,	N.E. au N.O.	fort	neige ou pluie.	8 ,,	N.O. à Ouest et à S.O.	faible à jolie brise	couvert, pluie et grains de grêle.
9 ,,	N.O. au N.E.	fort à frais	pluvieux ou neigeux.	9 ,,	S.S.E. à E.S.E. et à S.E.	jolie brise	nuageux, pluie.
10 ,,	Est au Nord et N.O.	frais	pluvieux.	10 ,,	N.E. à N.N.E.	faible brise	couvert, pluie fine par moments.
11 ,,	E.S.E. au S.S.O., et Ouest	fort à *coup de vent*	pluvieux.	11 ,,	N.N.O. à Ouest	jolie brise à foible brise	nuageux, assez beau.
12 ,,	S.S.O. au O.N.O.	fort.		12 ,,	Sud à S.O.	jolie brise à bonne brise	couvert, pluie.
13 ,,	S.E. au S.O., et Ouest	modéré à fort	pluie.	13 ,,	Ouest à O.N.O.	faible à jolie brise	couvert, pluie.
14 ,,	S.S.O. au O.N.O.	modéré à frais	pluie.	14 ,,	N.N.E à Nord	forte brise à faible brise	nuageux, pluie.
15 ,,	N.E. au N.O., et au S.O.	modéré à fort.		15 ,,	N.E.	jolie brise	nuageux, beau.
16 ,,	N.N.O. au N.N.E.	frais à léger.		16 ,,	N.E.	bonne brise	couvert, beau.
17 ,,	Nord à Est	modéré.		17 ,,	N.E. à Nord	jolie à faible brise	couvert, brumeux par moments.
18 ,,	N.O. au N.E.	modéré à frais.		18 ,,	S.E. à N.N.O.	bonne brise	couvert, pluie.
19 ,,	Vent de la région du Nord	frais	neige.	19 ,,	O.N.O.	bonne brise à forte brise	- - do.
20 ,,	S.S.O. au O.N.O.	fort	pluie.	20 ,,	Ouest à N.O.	forte brise à *coup de vent*	nuageux, pluie, brouillard.
21 ,,	Annonce de coups de vent du N.O. au S.O.	*coups de vents*, fort.		21 ,,	Ouest à O.S.O.	jolie brise à bonne brise	couvert, pluie.
22 ,,	N.O. au S.O.	par raffales	neige ou pluie.	22 ,,	O.S.O. à S.O.	jolie brise à forte brise	couvert, brouillard.
23 ,,	S.S.E. au O.S.O., et N.N.O.	fort à frais.		23 ,,	S.O. à Ouest	bonne brise à jolie brise	très nuageux, pluie.
24 ,,	S.S.E. au O.S.O.	*coups de vent*	pluie. (2e dépêche annonce de coup de vent au S.O. au N.E.)	24 ,,	O.S.O. à Ouest et à O.N.O.	jolie brise à forte brise	nuageux, grains de grêle.
25 ,,	N.O. au S.O. et au N.O.	fort à modéré.		25 ,,	Ouest à O.N.O., à S.O., et à O.S.O.	jolie brise à faible brise	nuageux, pluie.
26 ,,	N.N.O. au N.N.E.	frais à modéré.		26 ,,	O.S.O. à S.O.	jolie brise à forte brise	nuageux, beau.
27 ,,	O.S.O. au N.N.O.	fort par raffales	(2e dépêche annonce de coups de vents, changeants du S.O. au N.O. et peut-être du N.E.)	27 ,,	Ouest à S.O., et à Nord	jolie brise à très faible brise	nuageux, pluie, et brouillard.
28 ,,	S.O. au N.O. et Nord	fort à frais.		28 ,,	S.E. à S.S.O., et à Sud	très faible brise à jolie brise	nuageux, beau.
29 ,,	N.O. au N.E. et E.N.E.	frais	beau.	29 ,,	S.O.	jolie brise à bonne brise	couvert, brumeux.
30 ,,	S.O. au N.O.	fort	(2e dépêche annonce de coup de vent variable de la région du nord.)	30 ,,	S.O.	forte brise à *coup de vent*	- - do.
31 ,,	N.O. au N.E., et S.E.	frais.		31 ,,	S.O. à N.O., et à Ouest	forte à faible brise	très nuageux, grains de pluie.

COMPARAISON du Temps annoncé par M. l'Amiral *FitzRoy* pour la Côte Ouest de *France*, et du Temps observé à *Brest* à l'Observatoire de la Marine—(*continué.*)

Temps prévu par l'Amiral FitzRoy pour la Côte Ouest de France.				Temps observé à Brest.			
Dates.	Direction du Vent.	Force.	État du Ciel.	Dates.	Direction du Vent.	Force.	État du Ciel.
1863 :				1863 :			
1 Février	S.O. à Ouest	fort	pluvieux.	1 Février	S.O. à N.O. et à Ouest	bonne brise à jolie brise	nuageux, pluie, et brouillard.
2 „	O.S.O.	frais	pluvieux.	2 „	Ouest à S.O.	bonne brise à forte brise	- - do. - - do.
3 „	Ouest au Nord	frais	ondées.	3 „	S.O. à Ouest et N.O.	jolie brise à forte brise	très nuageux, grains de pluie.
4 „	S.O. au N.O.	frais.		4 „	O.S.O. à S.O.	faible brise à bonne brise	couvert, brouillard.
5 „	Nord au Sud	modéré.		5 „	Ouest à O.N.O. et à S.O.	jolie brise à bonne brise	couvert, brume continuelle.
6 „	N.O. au N.E.	modéré.		6 „	S.O.	faible brise	brumeux, pluie fine.
7 „	N.O. au N.E.	modéré	beau.	7 „	S.O. à O.S.O.	do.	couvert, brouillard, pluie.
8 „	S.E. au N.O. et retour au S.E.	modéré	beau.	8 „	N.O. à S.O. et à Ouest	do.	couvert, pluie fine.
9 „	Sud à Est	modéré.		9 „	N.O. à O.N.O.	do.	nuageux, grains de pluie.
10 „	N.N.O. à E.N.E.	modéré.		10 „	O.S.O. à S.O.	faible à jolie brise	couvert, pluie.
11 „	Nord à Est et à S.E.	frais	beau.	11 „	S.E. à Sud et S.O.	faible brise	nuageux, beau.
12 „	Nord à Est et à S.E.	faible	beau.	12 „	S.S.O. à Nord et à N.N.E.	do.	couvert et brumeux.
13 „	N.E. au S.E.	modéré	beau.	13 „	E.S.E. à Est	faible à jolie brise	très beau.
14 „	N.E. au S.E.	modéré à faible	beau.	14 „	Est à S.E. et à N.E.	jolie brise	do.
15 „	N.E. au S.E.	modéré à frais	beau.	15 „	E.N.E. à S.E. et à N.E.	faible brise	do.
16 „	E.N.E. au S.S.E.	frais	beau.	16 „	E.N.E. à S.E. et à E.S.E.	do.	do.
17 „	S.E. au N.E.	frais	beau.	17 „	S.E. à N.N.E. et à E.N.E.	do.	do.
18 „	N.N.O. à E.N.E.	modéré	beau.	18 „	N.E. à E.N.E.	do.	do.
19 „	N.E. au S.E.	faible	ondées.	19 „	N.N.E. à S.O. et à Nord	do.	nuageux, beau.
20 „	N.E. au S.E.	frais	ondées.	20 „	S.E. à S.O.	do.	couvert, mais beau.
21 „	N.N.E. à E.S.E.	frais	pluie ou neige.	21 „	S.E. à Sud et à S.O.	do.	nuageux, beau.
22 „	N.N.O. au S.S.E.	variable.		22 „	Nord	faible à jolie brise	nuageux, pluie fine par moments.
23 „	Variable de la région de l'Est	do.		23 „	Nord à N.N.E.	faible brise	très nuageux.
24 „	Nord à Est	modéré à frais.		24 „	Nord	faible à jolie brise	couvert et brumeux par moments.
25 „	Nord à Est	frais à faible.		25 „	N.E. à S.E. et à Est	faible brise	nuageux, beau.
26 „	Ouest à Nord et N.E.	faible.		26 „	S.E. à S.O.	faible à jolie brise	- - do.
27 „	Nord à Ouest et retour au Nord	frais.		27 „	S.E. à S.O. et à S.E.	jolie brise	très beau.
28 „	N.O. au N.E.	frais.		28 „	E.S.E. à Sud et à S.S.E.	faible brise à bonne brise	nuageux, beau.

COMPARAISON du Temps annoncé par M. l'Amiral *FitzRoy* pour la Côte Ouest de *France*, et du Temps observé à *Brest* à l'Observatoire de la Marine—(*continué*).

Temps prévu par l'Amiral FitzRoy pour la Côte Ouest de France.				Temps observé à Brest.			
Dates.	Direction du Vent.	Force.	État du Ciel.	Dates.	Direction du Vent.	Force.	État du Ciel.
1863 :				1863 :			
1 Mars	N.N.O. à E.N.E.	modéré	beau.	1 Mars	S.O. à S.S.O.	jolie brise à bonne brise	couvert.
2 ,,	N.N.E. à E.S.E.	modéré	beau.	2 ,,	S.O. à S.S.O.	bonne brise à forte brise	très nuageux, pluie.
3 ,,	S.S.O. au N.N.O.	frais	pluvieux.	3 ,,	S.E. au Sud et S. O.	faible brise	couvert, brumeux par moments.
4 ,,	S.O. au N.O.	frais	ondées.	4 ,,	S.O. au Sud	faible à jolie brise	nuageux, beau.
5 ,,	S.S.E. au O.S.O.	frais à fort.		5 ,,	S.E. au Sud et S.O.	jolie brise	- - do.
6 ,,	N.E. au S.E. et S.O.	frais.		6 ,,	S.S.O. à Ouest	forte brise	couvert, pluie, brouillard, grains de grêle.
7 ,,	S.E. au S.O.	fort	pluvieux.	7 ,,	S.S.O au O.N.O. et à N.O.	bonne brise à forte brise	très nuageux, brouillard, grains de pluie et de grêle.
8 ,,	S.S.O. à E.S.E.	fort	pluvieux.	8 ,,	N.N.O. au N.O.	jolie brise	nuageux, grains de pluie, et de grêle.
9 ,,	S.E. au S.O.	fort	pluvieux.	9 ,,	Nord au S.O.	faible brise	couvert.
10 ,,	Nord à Est et S.E.	fort.		10 ,,	Ouest au O.N.O.	bonne brise à forte brise	nuageux, grains de pluie et de grêle.
11 ,,	Nord à Est et S.E.	fort *à coup de vent*	neige ou pluie.	11 ,,	N.N.O. à Ouest	jolie brise à faible brise	nuageux, pluie.
12 ,,	N.N.O. à N.N.E.	fort.		12 ,,	Ouest au O.N.O	jolie brise à forte brise	très nuageux, pluie.
13 ,,	Ouest à Nord et N.E.	*coup de vent.*		13 ,,	S.S.O. à Ouest et à N.O.	jolie brise	- - do. - do.
14 ,,	Ouest à Nord et N.O.	fort par raffales.		14 ,,	S.O. au N.O. et à O.N.O.	jolie brise à très forte brise	couvert, brouillard, grains de pluie et de grêle.
15 ,,	Nord à Est	fort.		15 ,,	N.O. à O.N.O.	bonne brise à forte brise	- - do. - - do.
16 ,,	N.E. à S.E.	fort	neige.	16 ,,	Nord à N.N.E.	jolie brise à forte brise	nuageux, pluie
17 ,,	N.E. à N.O.	fort à frais.		17 ,,	Nord à N.E.	faible à jolie brise	nuageux, beau.
18 ,,	N.E. à S.E.	frais	beau.	18 ,,	S.O. au N.O.	*coup de vent*	couvert, pluie et grêle.
19 ,,	E.S.E. au O.S.O.	frais	ondées.	19 ,,	Nord au N.N.O.	jolie brise à faible brise	très nuageux, pluie.
20 ,,	S.S.E. au O.S.O. et Est	frais à foible	beau.	20 ,,	N.N.O. au N.O.	jolie brise à bonne brise	couvert pluie, et brouillard par moments.
21 ,,	Nord à l'Ouest, et au S.S.O.	fort *à coup de vent.*		21 ,,	N.N.O.	bonne brise à forte brise	couvert, pluie fine par moments.
22 ,,	S.E. au S.O. et Ouest	fort par raffales.		22 ,,	Nord	faible brise	couvert, brumeux.
23 ,,	S.O. au N.O.	*coup de vent*	pluvieux.	23 ,,	Nord à N.N.E.	faible à jolie brise	nuageux, brumeux.
24 ,,	S.S.E. au O.S.O.	frais à fort.		24 ,,	N.N.E. au N.E.	faible brise	très nuageux, pluie.
25 ,,	Nord à Est	frais	beau.	25 ,,	N.E. au N.N.E.	faible à jolie brise	très beau.
26 ,,	N.N.E. à E.N.E.	modéré	beau.	26 ,,	Nord à N.N.E.	jolie brise	nuageux, beau.
27 ,,	N.O. au N.E. et retour au N.O.	frais	beau.	27 ,,	Nord	faible brise à bonne brise	- - do.
28 ,,	N.N.E. à E.S.E.	frais à faible	beau.	28 ,,	N.O. à N.N.O.	jolie brise à bonne brise	- - do.
29 ,,	N.N.O. au S.S.O.	fort	pluvieux.	29 ,,	O.N.O. au N.O.	jolie brise	couvert, beau.
30 ,,	Sud a Ouest, et au Nord	fort mais variable.		30 ,,	N.O. à S.E. et à N.N.E.	faible brise	- - do.
31 ,,	Nord à Est, et S.E.	frais à modéré.		31 ,,	Est au Sud et N. E.	- - do.	très nuageux, beau.

COMPARAISON du Temps annoncé par M. l'Amiral *FitzRoy* pour la Côte Ouest de *France*, et du Temps observé à *Brest* à l'Observatoire de la Marine—(*continué.*)

Temps prévu par l'Amiral FitzRoy pour la Côte Ouest de France.				Temps observé à Brest.			
Dates.	Direction du Vent.	Force.	État du Ciel.	Dates.	Direction du Vent.	Force.	État du Ciel.
1863 :				1863 :			
1 Avril	E.S.E. au S.S.O. et à Ouest	modéré à frais.		1 Avril	S.E. à N.N.O. à Nord et à S.O.	faible brise	couvert, beau.
2 ,,	S.S.O. au O.N.O.	frais par raffales.		2 ,,	E.N.E. à N.E. et à Nord	faible à jolie brise	très beau.
3 ,,	S.O. au N.O.	de faible à frais.		3 ,,	Nord à N.E. et à N.N.O.	jolie brise	do.
4 ,,	—	—		4 ,,	N.O. à Ouest	faible à jolie brise	couvert, brumeux par moments.
5 ,,	N.O. au S.O.	modéré à frais	ondées.	5 ,,	O.N.O. au S.O.	do.	couvert.
6 ,,	O.S.O. au N.N.O.	frais à fort		6 ,,	S.O.	faible brise à bonne brise	do.
7 ,,	O.N.O.	fort à *coup de vent.*		7 ,,	Ouest au S.O.	bonne brise à forte brise	très nuageux, pluie.
8 ,,	O.S.O. à N.N.O.	*coup de vent* en quelques endroits.		8 ,,	S.O. à Ouest	do. do.	couvert, pluie, brouillard.
9 ,,	S.S.O. au O.N.O.	fort	pluie.	9 ,,	S.S.O. à S.O.	jolie brise à bonne brise	do. do.
10 ,,	O.S.O. au N.N.O.	fort à frais.		10 ,,	S.O. à S.S.E. et à O.N.O.	jolie brise	do. do.
11 ,,	S.O. au N.O. et retour au S.O.	variable	ondées.	11 ,,	E.N.E. à E.S.E. à Sud et à Nord.	faible brise	très nuageux, pluie.
12 ,,	Ouest au Nord et retour à l'Ouest	frais	ondées.	12 ,,	N.N.E. au Nord	do.	do. do.
13 ,,	O.N.O. au N.N.E.	modéré	ondées.	13 ,,	Ouest au S.O.	do.	très nuageux, brumeux par moments.
14 ,,	S.S.E. à E.N.E.	frais à faible	beau.	14 ,,	N.N.O. au S. O.	faible à jolie brise	très nuageux, pluie.
15 ,,	N.E. au S.E. et au Nord	modéré	beau.	15 ,,	N.N.O. au N.O.	jolie brise à bonne brise	do. do.
16 ,,	Sud à Ouest et à Nord	modéré	ondées.	16 ,,	S.E. au N.N.E.	jolie brise	nuageux, beau.
17 ,,	O.S.O. à N.N.O.	modéré à faible	beau.	17 ,,	N.N.E. à Nord et à N.N.O.	faible à jolie brise	do.
18 ,,	S,E. au N.E. et Nord	faible	beau.	18 ,,	N.N.E. au N.E.	jolie brise	do.
19 ,,	N.N.O. au N.E. et à Est	faible	beau.	19 ,,	S.E. à Sud et à N.N.O.	faible brise	très beau.
20 ,,	Est au Nord et au N.O.	modéré	beau.	20 ,,	N.O. à N.N.E. et à O.N.O.	faible à jolie brise	nuageux, brumeux mais beau.
21 ,,	S.S.E. au O.S.O.	modéré à frais	ondées.	21 ,,	S.O. à Ouest et à O.N.O.	jolie brise	nuageux, beau.
22 ,,	S.S.O. au O.N.O.	frais à fort	un peu de pluie.	22 ,,	O.S.O. à Ouest	jolie brise à bonne brise	couvert, brumeux, beau.
23 ,,	—	—		23 ,,	N.O. à Nord et à N.N.O.	jolie brise	nuageux, pluie.
24 ,,	Ouest au Nord et à Est	frais	pluvieux.	24 ,,	N.E. à N.N.E.	faible brise	nuageux, beau.
25 ,,	O.N.O. au N.N.E.	frais à modéré.		25 ,,	Nord	faible à jolie brise	très beau.
26 ,,	Nord à l'Est et retour à l'Ouest	frais à fort.		26 ,,	N.E. à N.N.E.	faible brise	do.
27 ,,	Nord à l'Ouest et au S.O.	fort	pluvieux.	27 ,,	N.E. à S.O. à Nord et à N.O.	do.	do.
28 ,,	S.O. au N.O.	frais à fort.		28 ,,	N.O à O.N.O. et à Nord	jolie brise à bonne brise	couvert, pluie.
29 ,,	O.N.O. au Nord et retour au O.N.O.		un peu de pluie.	29 ,,	N.N.E. à N. et à N. E.	bonne brise à forte brise	très nuageux, pluie.
30 ,,	N.N.O. au O.S.O.	fort	do.	30 ,,	Nord à N.N.E. et à N.E.	do. do.	très nuageux, grains de grêle.

COMPARAISON du Temps annoncé par M. l'Amiral *FitzRoy* pour la Côte Ouest de *France*, et du Temps observé à *Brest* à l'Observatoire de la Marine—(*continué.*)

Temps prévu par l'Amiral FitzRoy pour la Côte Ouest de France.				Temps observé à Brest.			
Dates.	Direction du Vent.	Force.	État du Ciel.	Dates.	Direction du Vent.	Force.	État du Ciel.
1863:				1863:			
1 Mai	Ouest à Nord et à Est	frais à modéré.		1 Mai	N.N.E. au N.E. et au Nord	bonne brise à coup de vent	très nuageux.
2 ,,	N.N.O. à E.N.E. et à S.S.E.	frais à modéré	beau.	2 ,,	N.E.	bonne brise	couvert.
3 ,,	N.E. au S.E.	fort à frais.		3 ,,	N.E. au Nord	jolie brise	nuageux, beau.
4 ,,	Est au Sud et à Ouest	frais à modéré.		4 ,,	Nord au N.O.	do.	très nuageux, pluie.
5 ,,	Nord à Ouest et à S.O.	modéré à frais	pluvieux.	5 ,,	O.N.O. au N.O.	do.	très nuageux, beau.
6 ,,	S.S.O. à O.N.O.	frais	pluvieux.	6 ,,	O.N.O. à Ouest	jolie brise à faible brise	couvert, beau.
7 ,,	S.S.E. à O.S.O.	de frais à fort	pluvieux.	7 ,,	N.E. à Sud et à N.N.E.	jolie brise	nuageux, beau.
8 ,,	O.N.O. à N.N.E.	frais à modéré.		8 ,,	E.N.E. au N.E.	do.	do.
9 ,,	Est à Sud	modéré	beau.	9 ,,	N.E. au N.N.E.	do.	nuageux, brumeux par moments.
10 ,,	Est à Sud	modéré à frais.		10 ,,	N.N.O. au Nord	jolie brise à faible brise	très nuageux, beau.
11 ,,	Sud à Ouest	modéré à frais	sombre.	11 ,,	N.N.O. à Sud et à S.O.	jolie brise à bonne brise	nuageux, beau.
12 ,,	N.N.O. à S.S.O.	frais et fort	un peu de pluie.	12 ,,	S.S.O. à S.O.	bonne brise à forte brise	couvert, pluie, brouillard.
13 ,,	Sud à Ouest	fort à *coup de vent*	pluvieux. (Signaux de mauvais temps surcôte Sud Angleterre hier et aujourd'hui).	13 ,,	Ouest à S.O.	do.	très nuageux, pluie et brume.
				14 ,,	Ouest à S.O.	forte brise	couvert, pluie.
14 ,,	Ouest à Nord	fort	pluvieux.	15 ,,	S.O. à Ouest	bonne brise à forte brise	couvert, pluie et brume.
15 ,,	S.O. à N.O.	grand frais	pluvieux.	16 ,,	S.O.	do.	do. do.
16 ,,	Ouest au Nord et retour	fraîche brise	ondées.	17 ,,	O.S.O. à Ouest	faible brise	très nuageux, pluie.
17 ,,	Ouest à Nord et à Est	fraîche brise à jolie brise.		18 ,,	N.E.	faible à jolie brise	couvert.
18 ,,	N.N.O. à Est	jolie brise.		19 ,,	N.E. à Est	forte brise	couvert, pluie et brume.
19 ,,	Nord à Est	fraîche brise	beau.	20 ,,	S.S.O. à Sud à S.E. et à N.E.	bonne brise à jolie brise	très nuageux, pluie.
20 ,,	N.N.E. à E.S.E.	fraîche brise à forte brise	ondées.	21 ,,	E.N.E. au N. E.	do.	nuageux, beau.
21 ,,	Est à Sud et Ouest	fraîche brise	un peu de pluie.	22 ,,	E.N.E.	forte brise	couvert.
22 ,,	N.E. à S.E.	frais à leger.		23 ,,	E.N.E. au N.E.	forte brise à jolie brise	couvert, pluie.
23 ,,	N.E. à S.E.	forte brise à jolie brise	temps à grains.	24 ,,	Est au N.E.	bonne brise	très nuageux.
24 ,,	Est à Sud et Ouest	jolie brise à fraîche brise	pluvieux.	25 ,,	N.E.	jolie brise à forte brise	nuageux, beau.
25 ,,	S.S.O. à O.N.O.	fraîche brise	ondées.	26 ,,	N.N.E. au N. E.	bonne brise à jolie brise	do.
26 ,,	E.S.E. à N.N.E.	jolie brise	beau.	27 ,,	N.E. à S.O. à O.N.O. et à Nord	jolie brise à faible brise	do.
27 ,,	N.E. à N.O.	faible brise	beau.	28 ,,	N.O. à Nord	jolie brise	couvert.
28 ,,	Nord à Ouest	jolie brise	beau.	29 ,,	N.O. à Nord	do.	couvert, grains de pluie fine.
29 ,,	N.N.O. à O.S.O.	do.	beau.	30 ,,	Nord à N.N.E.	jolie brise à bonne brise	couvert, brumeux par moments.
30 ,,	Est à Ouest	do.	beau.	31 ,,	N.N.O. à Nord	bonne brise	très nuageux, mais beau.
31 ,,	N.O. à S.O.	jolie brise à fraîche brise.					

COMPARAISON du Temps annoncé par M. l'Amiral *FitzRoy* pour la Côte Ouest de *France*, et du Temps observé à *Brest* à l'Observatoire de la Marine—(*continué.*)

Temps prévu par l'Amiral FitzRoy pour la Côte Ouest de France.				Temps observé à Brest.			
Dates.	Direction du Vent.	Force.	État du Ciel.	Dates.	Direction du Vent.	Force.	État du Ciel.
1863:				1863:			
1 Juin	Sud à Ouest	fraîche brise	un peu de pluie.	1 Juin	Est à N.E. et à N. N.E.	bonne brise	nuageux, beau.
2 „	Est à Sud	jolie brise	beau.	2 „	Est à S.E., à Sud, à S.O. et à Ouest.	bonne brise à faible brise	beau.
3 „	S E. à S.O.	fraîche brise	ondées.	3 „	N.O. à Ouest et à Nord	faible brise à bonne brise	très nuageux.
4 „	S.O. à N.O.	- do.	un peu de pluie.	4 „	Nord à N.O. et à Ouest	faible brise à forte brise	nuageux.
5 „	Nord à O.S.O.	fraîche à jolie brise		5 „	S.O.	bonne brise à forte brise	couvert.
6 „	Nord à Ouest	fraîche brise à jolie brise		6 „	Ouest à S.O.	forte brise	couvert, pluie.
7 „	S.O. à N.O.	*coup de vent*	pluvieux.	7 „	O.S.O. à Ouest	- do.	couvert.
8 „	Ouest à Nord	forte brise	variable.	8 „	O.S.O. à Ouest	- do.	couvert, pluie.
9 „	O.S.O. à N.N.O.	fraîche à forte brise	grains, ondées.	9 „	S.O. à Sud et à S.E.	bonne brise à forte brise	couvert.
10 „	S.S.O. à N.N.O.	forte brise	- do.	10 „	S.E. à N.E. à Nord et à Ouest	bonne brise à *coup de vent*	couvert, pluie, brouillard.
11 „	S.S.E. à S.O.	*coup de vent*	pluvieux. (Hissé tambour sur toutes les côtes Anglaises aujourd'hui 10.)	11 „	S.S.O. à Ouest	grand frais	- do. - do.
12 „	Ouest à Nord et N.E.	forte brise	grains.	12 „	N.O. à Ouest	*coup de vent*	couvert, pluie.
13 „	N.N.E. à O.N.O.	- do.	grains.	13 „	Ouest à S.O.	jolie brise	- - do.
14 „	Ouest à Nord et Est	- do.	incertain, grains.	14 „	O.S.O. à S.O.	- do.	couvert, brouillard.
15 „	N.O. à N.E.	fraîche brise à jolie brise.		15 „	Ouest à S.S.O.	- do.	- do. - do.
16 „	N.N.E. à O.N.O.	jolie brise	beau.	16 „	S.O. à O.S.O.	jolie brise à bonne brise	- do. - do.
17 „	S.E. à S.O.	fraîche brise	incertain, un peu de pluie.	17 „	S. O. à O.S.O.	jolie brise	très nuageux, pluie.
18 „	Sud à Ouest et N.O.	- do.	pluvieux.	18 „	S. E. à Sud et à S.O.	jolie brise à forte brise	couvert, pluie et brouillard.
19 „	S.E. à S.O. et Ouest	jolie brise	ondées.	19 „	O.N.O. à N. O.	forte brise	- do. - do.
20 „	S.S.O. à O.N.O.	fraîche brise à forte brise	pluvieux.	20 „	N.O. à O.N.O.	- do.	très nuageux, brume.
21 „	N.O. à S.O. et à N.O.	fraîche brise	beau.	21 „	S. O.	bonne brise	couvert.
22 „	Ouest	jolie brise.		22 „	S.S.O.	forte brise	très nuageux, brume.
23 „	Sud à Ouest et N.O.	fraîche et jolie brise.		23 „	Nord à N.N.E.	jolie brise	couvert, pluie.
24 „	Nord à Ouest	fraîche brise à jolie brise	beau.	24 „	N.E. à Nord et à N.N.E.	bonne brise	très nuageux, pluie.
25 „	S.O. à N.O. et Nord	jolie brise	beau.	25 „	Nord à N.N.O.	jolie brise à bonne brise	nuageux, pluie.
26 „	N.O. à N.E.	- do.	beau.	26 „	N.O. à S O. et à S.S.O.	faible brise à jolie brise	nuageux.
27 „	Ouest à Nord, et retour	jolie brise à fraîche brise	beau.	27 „	S.O. à Ouest et à O.N.O.	jolie brise à bonne brise	très nuageux, brume.
28 „	S.S.O. à O.N.O.	forte brise à fraîche brise	ondées.	28 „	O.S,O. à Ouest et à Nord	jolie brise	couvert, pluie.
29 „	Ouest à Nord, et retour	fraîche brise à jolie brise.		29 „	O.N.O. à N.O.	jolie brise à bonne brise	nuageux.
30 „	Sud à Ouest, et N.O.	fraîche brise	grains.	30 „	S. O. à S.S.O.	faible à jolie brise	- do.

COMPARAISON du Temps annoncé par M. l'Amiral *FitzRoy* pour la Côte Ouest de *France*, et du Temps observé à *Brest* à l'Observatoire de la Marine—(*continué.*)

Temps prévu par l'Amiral FitzRoy pour la Côte Ouest de France.				Temps observé à Brest.			
Dates.	Direction du Vent.	Force.	État du Ciel.	Dates.	Direction du Vent.	Force.	État du Ciel.
1863 :				1863 :			
1 Juillet	N.O. à N.E.	fraîche et jolie brise	beau.	1 Juillet	S.E. à S.O. et à O.S.O.	forte brise	nuageux, beau.
2 „	E.S.E. à S.S.O.	fraîche brise.		2 „	S.O. à Ouest	bonne brise	couvert.
3 „	S.O. à N.O. et Nord	fraîche brise et jolie brise.		3 „	Ouest à N.O. et N.N.O.	faible brise à jolie brise	- do.
4 „	O.N.O. à Nord et Est	fraîche brise à faible brise	beau.	4 „	N.E.	bonne brise	nuageux, beau.
5 „	Est à Sud et Ouest	variable	beau.	5 „	Est à S.E. à N.O. et à E.N.E.	jolie brise à faible brise	beau.
6 „	S.E. à S.O., et N.O.	faible brise.		6 „	S.E. à S.S.O. à Oust et à O.N.O.	bonne brise	ciel brumeux.
7 „	E.S.E. à S.S.O.	fraîche brise	beau.	7 „	O.S.O. à S.O. et à Ouest	jolie brise	très nuageux, brume.
8 „	O.S.O. à N.N.O.	- do.	beau.	8 „	N.O. à Nord	- do.	couvert.
9 „	Ouest à Nord	fraîche à faible brise	beau.	9 „	N.E. à N.N.E.	bonne brise	très nuageux.
10 „	N.N.E à E.N.E.	jolie brise	beau.	10 „	N.E. à Est.	forte brise	beau.
11 „	E.N.E. à S.S.E., et S.S.O.	- do.	beau.	11 „	E.N.E. à N.N.E. et à N. E.	bonne brise	nuageux.
12 „	E.N.E à S.S.E.	faible brise à jolie brise	beau.	12 „	N.E.	jolie brise	nuageux, beau.
13 „	N.N.E. à S.S.O.	jolie brise à fraîche brise	beau.	13 „	E.N.E. à N.E.	bonne brise	beau.
14 „	N.E. à S.E.	fraîche brise	beau.	14 „	E.N.E. à N.E. et à Nord	- do.	très nuageux et brumeux.
15 „	N.E. à S.S.E.	jolie brise	beau.	15 „	N.E. à N.N.E.	faible à bonne brise	brumeux.
16 „	E.N.E. à N.N.O.	jolie brise à fraîche brise	beau.	16 „	N.E. à E.N.E. et à N.N.E.	faible à jolie brise	nuageux, un peu brumeux.
17 „	N.E. à N.O.	fraîche brise	beau.	17 „	N.E., au Nord et à N.N.O.	bonne brise	nuageux, beau.
18 „	N.E. à Nord et Ouest	jolie brise à fraîche brise	beau.	18 „	N.N.O. à Nord et à O.N.O.	jolie brise	très nuageux.
19 „	N.N.E. à O. N. O.	fraîche à forte brise	sec.	19 „	N.E. à Sud à N.N.O. et à Nord	faible brise	nuagenx, beau.
20 „	Nord à Ouest	forte à jolie brise	(l'Amiral FitzRoy annonce coup de vent probable du Nord.)	20 „	S.E. à E.N.E. à Ouest et à O.S.O.	forte brise	couvert, pluie et brouillard.
21 „	Est à Sud et Ouest	fraîche brise	un peu de pluie.	21 „	S.S.O. à S.O.	forte brise à *coup de vent*	- do. - do.
22 „	S.S.O. à O.N.O.	forte brise	avec pluie.	22 „	S.O. à. O.S.O.	forte brise	très nuageux, pluie.
23 „	N.N.O. à O.S.O.	fraîche brise à *coup de vent*	pluie.	23 „	N.O. à. N.N.E. et à Nord	jolie bris	nuageux, pluie.
24 „	O.S.O. à N.N.O. et N.N.E.	fraîche brise à jolie brise	ondées.	24 „	S.O. à N.O. et à Ouest	- do.	couvert.
25 „	Ouest à Nord, et N.E.	jolie brise	beau.	25 „	Ouest à O.S.O. et à O.N.O.	jolie brise à bonne brise	couvert, brumeux.
26 „	Nord à Ouest	jolie brise à fraîche brise	un peu de pluie.	26 „	O.N.O. à Ouest et à Nord	faible brise	très nuageux, pluie et brouillard.
27 „	O.N.O. à S.S.O.	jolie brise à forte brise	ondées.	27 „	Est à Nord	- do.	nuageux.
28 „	E.N.E. à S.S.E., et S.S.O.	jolie brise	beau.	28 „	E.N.E. à N.N.E. et à Nord	faible à jolie brise	nuageux, beau.
29 „	E.S.E. à S.S.O.	faible à fraîche brise.		29 „	Nord à N.N.O.	jolie brise à bonne brise	- - do.
30 „	N.N.O. à E.N.E.	- do. - - do.	beau.	30 „	Nord à N.E.	bonne brise	très nuageux.
31 „	N.N.O. à Est	fraîche brise à jolie brise.		31 „	E.S.E. à Sud et à Est	faible brise	- do.

COMPARAISON du Temps annoncé par M. l'Amiral *FitzRoy* pour la Côte Ouest de *France*, et du Temps observé à *Brest* à l'Observàtoire de la Marine—(*continué.*)

Temps prévu par l'Amiral FitzRoy pour la Côte Ouest de France.				Temps observé à Brest.			
Dates.	Direction du Vent.	Force.	État du Ciel.	Dates.	Direction du Vent.	Force.	État du Ciel.
1863 :				1863 :			
1 Août	E.N.E. à S.E.	fraîche brise	beau.	1 Août	E.S.E. à S.S.O.	jolie brise à bonne brise	nuageux, beau.
2 ,,	E.S.E. à S.S.O.	fraîche à forte brise	beau.	2 ,,	S.O.	- - do. - - do.	très nuageux.
3 ,,	Sud à Ouest	forte brise	temps à grains, un peu de pluie.	3 ,,	S.O.	bonne brise	très nuageux, pluie et brouillard.
4 ,,	S.S.O. à N.O.	fraîche brise	temps à grains, petites ondées.	4 ,,	S.O.	forte brise	couvert, brumeux par moments.
5 ,,	S.O. à N.O.	- do.	grains.	5 ,,	Nord à Ouest, et à O.S.O.	jolie brise	très nuageux, pluie.
6 ,,	O.S.O. à N.N.O.	- do.	temps à grains, pluvieux dans quelques localités.	6 ,,	S.O. à O.S.O.	bonne brise	très nuageux.
7 ,,	Ouest à Sud et à O.N.O.	- do.	temps à ondées.	7 ,,	S.O.	faible brise	couvert, brumeux par moments.
8 ,,	Ouest à Sud et retour	- do.	ondées en peu d'endroits.	8 ,,	S.O. à Ouest	- do.	nuageux, pluie et brume.
9 ,,	S.O. à N.O. et Nord	- do.		9 ,,	Sud à S.O. et à O.N.O	faible à jolie brise	nuageux, et brumeux par moments.
10 ,,	Ouest à N.E.	jolie brise	beau.	10 ,,	S.S.E. à S S.O. et à O.N.O.	faible brise	nuageux, beau.
11 ,,	N.E. à N.O. et Ouest	- do.	beau.	11 ,,	N.O. à Ouest et à Nord	faible à jolie brise	très nuageux.
12 ,,	Nord à Ouest et Sud	faible brise	beau.	12 ,,	S.E. à S O. à N.N.O. et à Nord	faible à petite brise.	nuageux, brumeux par moments.
13 ,,	S.S.O. à N.N.O	faible brise à fraîche brise	beau.	13 ,,	Ouest à S.O. et à N.O.	faible brise	nuageux, beau.
14 ,,	N.E. à S.E. et Sud	fraîche brise	beau.	14 ,,	S.E. à Sud et à S.O.	jolie brise	très nuageux.
15 ,,	E.N.E. à S.S.E. variable	faible brise à fraîche brise	beau.	15 ,,	S.S.O. à S.O.	bonne brise	nuageux, beau.
16 ,,	S.O. à N.O. et Est	fraîche brise à forte brise.		16 ,,	S.O. à O.S.O.	jolie brise à bonne brise	- - do.
17 ,,	Nord à Est et Sud	fraîche brise à jolie brise.		17 ,,	Ouest à O.N.O.	bonne brise à forte brise	très nuageux, pluie.
18 ,,	O.S.O. à N.N.O. et N.N.E.	fraîche brise	ondées en quelques endroits.	18 ,,	Nord à N.O.	forte a faible brise	- - do.
19 ,,	N.N.O. à O.N.O.	jolie brise à fraîche brise	ondées dans quelques localités.	19 ,,	O.N.O. à S.O. et à N.N.O.	jolie brise à bonne brise	couvert, pluvieux et brouillard.
20 ,,	O.S.O. à Nord	- do. - - do.		20 ,,	N.N.O. à N.O.	forte brise à jolie brise	très nuageux, pluie.
21 ,,	Ouest à Nord et N.E.	jolie brise	beau.	21 ,,	N.O. à Nord à S.O. et à Ouest	jolie brise	très nuageux.
22 ,,	N.N.O. à N.N.E.	jolie brise à fraîche brise	beau.	22 ,,	N.O. à Ouest et à O.N.O.	faible brise	couvert.
23 ,,	N.N.E. à Ouest	fraîche brise à jolie brise	quelques ondées.	23 ,,	S.S.O. à S.O.	jolie brise	très nuageux.
24 ,,	N.N.O. à O.S.O.	jolie brise à fraîche brise.		24 ,,	Ouest à Sud et à S.O.	faible à petite brise	très nuageux, brumeux par moments.
25 ,,	S.S.O à O.N.O	jolie brise à forte brise	pluie dans plusieurs localités.	25 ,,	S.O. à O.S.O.	bonne brise à forte brise	très nuageux, pluie.
26 ,,	S.S.O. à N.O.	forte à fraîche brise	pluie par moments.	26 ,,	S.S.O. à S.O.	bonne brise	couvert, pluie.
27 ,,	S.S.E. à O.N.O	forte brise	temps à grains, avec pluie.	27 ,,	S.O.	bonne brise à jolie brise	nuageux, pluie.
28 ,,	S.E. à Ouest	fraîche brise à grand frais	avec pluie.	28 ,,	S.S.E. à S.E. à S.O. et à O.S.O.	faible brise	très nuageux, pluie par moments.
29 ,,	S.E. à Ouest	fraîche brise à forte brise	un peu de pluie.	29 ,,	S.O. à Ouest et à O.N.O.	faible brise à jolie brise	- - do. - - do.
30 ,,	Ouest à O.N.O	fraîche à forte brise	avec ondées.	30 ,,	S.E. à Est, S.O. et à O.S.O.	jolie brise	couvert, pluie.
31 ,,	O.N.O. à Nord	fraîche brise à jolie brise.		31 ,,	Ouest à O.N.O.	- do.	très nuageux, pluie.

COMPARAISON du Temps annoncé par M. l'Amiral *FitzRoy* pour la Côte Ouest de *France*, et du Temps observé à *Brest* à l'Observatoire de la Marine—(*continué.*)

Temps prévu par l'Amiral FitzRoy pour la Côte Ouest de France.				Temps observé à Brest.			
Dates.	Direction du Vent.	Force.	État du Ciel.	Dates.	Direction du Vent.	Force.	État du Ciel.
1863 :				1863 :			
1 Septembre	O.S.O. à N.N.O.	forte à jolie brise	incertain.	1 Septembre	Ouest à O.S.O.	jolie brise	nuageux, beau.
2 ,,	Ouest à N.N.E.	jolie brise	beau temps.	2 ,,	S. O. à S.S.O.	bonne brise à forte brise	couvert.
3 ,,	N.O. à Sud	fraîche à forte brise	pluie par moments.	3 ,,	S.O. à Ouest	jolie brise a faible brise	nuageux, pluie.
4 ,,	Sud à Ouest	do	pluie en certains endroits.	4 ,,	S.S.O. à O.S.O. et à S.O.	faible brise à bonne brise	couvert, pluie, brouillard.
5 ,,	S.S.O. à O.N.O.	fraîche brise	un peu de pluie.	5 ,,	S.O. à O.S.O. et à O.N.O.	bonne brise à forte brise	do.
6 ,,	O.N.O. à Sud	fraîche brise à forte brise	avec pluie.	6 ,,	S.O. à O.S.O.	jolie brise à forte brise	couvert, pluie.
7 ,,	S.O. à N.O	do. do.	incertain.	7 ,,	O.N.O. à N.O.	grand frais à bonne brise	très nuageux, pluie.
8 ,,	N.O. à S.S.O.	forte brise	temps à grains, ondées. (2e dépêche, hisser tambour signal précurseur des coups de vent sur les côtes Anglaises.)	8 ,,	Ouest à S.O. et à S.S.O.	jolie brise à bonne brise	couvert, brumeux par moments.
9 ,,	S.S O. à N.O.	fraîche à jolie brise	temps à grains, pluie en quelques endroits.	9 ,,	O.S.O. à Ouest et à N.O.	bonne brise à jolie brise	couvert, pluie et brouillard.
10 ,,	O.S.O. à N.N.O.	fraîche brise	pluie en certains endroits.	10 ,,	N.O. à N.N.O.	jolie brise à bonne brise	nuageux, pluie.
11 ,,	N.E. à N.O. et S.O.	jolie brise à fraîche brise	temps à grains, quelques ondées.	11 ,,	N.O. à N.N.O.	jolie brise	nuageux, beau.
12 ,,	Nord à Ouest	fraîche brise	ondées en quelques endroits.	12 ,,	S.E. à S.S.O. et à N.E.	faible brise	do.
13 ,,	O.N.O. à S.S.O.	jolie et forte brise	avec pluie.	13 ,,	Est à N.N.O. et à N.N.E.	do.	do.
14 ,,	O.S.O. à N.N.O.	forte brise	temps à grains.	14 ,,	E.N.E. à N.N.O., à N.N.E. et à Nord.	faible à petite brise	do.
15 ,,	Nord à Ouest et S.O.	fraîche brise et jolie brise	quelques ondées, beau.	15 ,,	N.N.E. à Nord	faible à jolie brise	do.
16 ,	Ouest à Sud, et vers le Nord à la nuit.	jolie à fraîche brise.		16 ,,	O.S.O. à Ouest et à O.N O.	faible brise	couvert, brumeux.
17 ,,	S.O. à N.O. et N.N.E.	fraîche à jolie brise.		17 ,	S.O. à S.E.	do.	couvert.
18 ,,	Nord à Ouest et S.O.	do.	beau.	18 ,,	E.N.E. à S.E. à Sud et à S.S.O.	faible à jolie brise	nuageux.
19 ,,	S.S.O. à O.N.O.	jolie brise	nuageux, beau.	19 ,,	O.S.O. à S.S.O. et à S.O.	jolie brise à bonne brise	couvert, brumeux.
20 ,,	O.S.O. à N.N.O.	jolie à fraîche brise	nuageux, ondées. (2e dépêche, hisser le cône sur coup de vent probable du Sud.)	20 ,,	S.O. à Ouest	forte brise à bonne brise	couvert, pluie, et brouillard par moments.
21 ,,	Ouest à Nord	fraîche brise	temps à grains, pluie à certains endroits.	21 ,,	O.N.O. à N.O. et à Ouest	forte brise à *coup de vent*	très nuageux, pluie et brouillard.
22 ,,	S.O. à N.O. et Nord	grand frais	avec grains de pluie.	22 ,,	Ouest à N.O.	forte brise à grand frais	très nuageux, pluie.
23 ,,	S.O. à N.O. et N.E.	*coup de vent*	avec pluie.	23 ,,	Ouest à N.O.	jolie brise	do.
24 ,,	Ouest à Nord et Est.	grand frais	temps à grains.	24 ,,	S.O. à Ouest et à O.S.O.	jolie brise à bonne brise	do.
25 ,,	N.E. à S.E. et S.O.	fraîche brise	do.	25 ,,	O.S.O. à Ouest à N.O.	jolie brise à petite brise	do.
26 ,,	S.O. à N.O. et Nord	forte à fraîche ou jolie brise	clair.	26 ,,	N.O. à N.N.O.	jolie brise à faible brise	nuageux.
27 ,,	O.S.O. à N.N.O.	fraîche brise à jolie brise	clair, beau temps.	27 ,,	S.O. à O.S.O.	jolie brise à bonne brise	couvert.
28 ,,	O.N.O. à E.N.E.	jolie brise	beau temps.	28 ,,	Ouest à N.O. et à N.N.O.	jolie brise à faible brise	très nuageux, pluie et brouillard.
29 ,,	Ouest à Nord	forte brise à fraîche brise	ondées.	29 ,,	S.S.E. à S.E. et à E.S.E.	petite brise à faible brise	couvert, pluie.
30 ,,	N.O. à N.E. et S.E.	fraîche brise	temps à grains.	30 ,,	S.E. à Est à Sud et à S.O.	faible brise à forte brise	couvert, pluie et brouillard.

COMPARAISON du Temps annoncé par M. l'Amiral *FitzRoy* pour la Côte Ouest de *France*, et du Temps observé à *Brest* à l'Observatoire de la Marine—(*continue.*)

Temps prévu par l'Amiral FitzRoy pour la Côte Ouest de France.				Temps observé à Brest.			
Dates.	Direction du Vent.	Force.	État du Ciel.	Dates.	Direction du Vent.	Force.	État du Ciel.
1863 : 1 Octobre	Est. Sud. à S.O.	jolie brise à forte brise	(2e dépêche, Londres, signale coup de vent probable du Sud ; hissé cône Sud sur les côtes Anglaises.	1863 : 1 Octobre	O.N.O à Ouest et à N.O.	forte brise	couvert, pluie et brouillard.
2 ,,	S.S.E. à O.S.O. et à O.N.O.	*coup de vent*	un peu de pluie par moments. (2e dépêche, Londres, signale coups de vents successifs ; hissé tambour sur toutes côtes Anglaises.)	2 ,,	Ouest	jolie brise à bonne brise	couvert, brumeux.
3 ,,	O.S.O. à N.N.O et à N.E.	forte brise	grains de pluie dans quelque localités.	3 ,,	S.S.O. à O.S.O.	do.	do.
4 ,,	S.O. à N.O. et à Nord	fraîche brise	temps à grains, ondées.	4 ,,	S.S.O. à N.O. et à Nord	bonne brise à faible brise	couvert, pluie, brouillard.
5 ,,	N.N.O. à E.N.E. et E.S.E.	jolie brise.		5 ,,	N.E. à Nord et à N.N.O.	faible brise	très nuageux, brumeux par moments.
6 ,,	S.O. à Nord et Est	do.	beau.	6 ,,	N.E. à N.N.O. à Sud à S.O. et à S.E.	do.	nuageux, beau.
7 ,,	N.O. à N.E. et S.E.	jolie à fraîche brise	beau. (2e dépêche, Londres, signale coups de vent successifs ; hissé tambour sur côtes Anglaises.)	7 ,,	Ouest à S.E. à S.S.O. et à Sud	jolie brise à faible brise	nuageux, pluie.
8 ,,	N.E. à S.E. et Nord	forte brise à *coup de vent*	avec pluie. (Mardi, hissé tambour sur toute la côte ; Mercredi, hissé tambour et cône ; vent dangereux d'abord du Sud.)	8 ,,	N.N.O. à Ouest et à S.O.	faible brise à bonne brise	couvert, pluie et brouillard.
9 ,,	S.S.E. et N.O.	forte brise à *coup de vent*	pluvieux.	9 ,,	S.E. à S.S.O. et à S.O.	jolie brise à forte brise	do.
10 ,,	Est à Sud et à Ouest	forte brise à *coup de vent*	avec pluie.	10 ,,	S.E. à S.S.O. et à Sud	jolie brise à faible brise	do.
11 ,,	S.S.O. à O.N.O.	forte brise à *coup de vent*	pluie par moments.	11 ,,	Sud à S.S.O.	jolie brise	nuageux, pluie.
12 ,,	O.S.O. à N.N.O.	forte brise	grains, ondées.	12 ,,	S.S.E. à Sud et à S.O.	*coup de vent*	couvert, pluie et brouillard.
13 ,,	S.S.O. à O.N.O. et Nord	*coup de vent*	pluvieux temps à grains. (2e dépêche, Londres, signale hissé cône Sud au dessous de tambour. Vents dangereux, probable d'abord du Sud.)	13 ,,	S.O.	jolie brise à grand frais	couvert, pluie.
14 ,,	S.S.E. à O.S.O. à O.N.O.	*coup de vent*	temps à grains, ondées.	14 ,,	S.S.O. à Sud et à S.O.	forte brise	très nuageux, pluie.
15 ,,	Sud à Ouest et Nord	forte brise à *coup de vent*	ondées.	15 ,,	S.O. à S.S.O.	faible brise à bonne brise	nuageux.
16 ,,	S.S.O. à O.N.O.	forte brise à jolie brise	ondées.	16 ,,	S.O. à Sud	jolie brise	couvert, brumeux par moments.
17 ,,	O.S.O. à N.N.O. et à N.E.	dans quelques localités fraîche brise à faible brise.		17 ,,	N.N.O.	faible brise à presque calme	do.
18 ,,	O.S.O. à N.N.O. et à E.N.E.	jolie brise à faible brise	beau.	18 ,,	S.O.	jolie brise à bonne brise	do.
19 ,,	O.N.O. à N.N.E.	jolie brise	beau.	19 ,,	S.S.O. à S.O.	jolie brise	couvert, brumeux continuelle.
20 ,,	Ouest à Nord et N.E.	fraîche à jolie brise	ondées.	20 ,,	S.S.O. à O.S.O. et à S.O.	faible à jolie brise	couvert.
21 ,,	Ouest à Nord et N.N.E.	jolie brise	beau ou ondées.	21 ,,	E.S.E. à S.O.	presque calme	do.
22 ,,	Nord à Est et S.E.	jolie à faible brise	nuageux, beau.	22 ,,	S.E. à E.S.E. et à Est	do.	do.
23 ,,	Ouest à Nord et Est	jolie brise à faible brise	variable.	23 ,,	Est à E.N.E. et à S.E.	do.	do.
24 ,,	N.O. à N.E. et à S.E.	faible à fraîche brise	beau.	24 ,,	Est à E.S.E. et à S.E.	faible brise à jolie brise	nuageux, beau.
25 ,,	N.O. à N.E. ou S.E.	fraîche brise	beau.	25 ,,	E.S.E. à Est et à N.E.	faible brise	très nuageux, brumeux par moments.
26 ,,	Nord à Est ou S.E.	do.	beau.	26 ,,	E.N.E. à Nord	faible à jolie brise	nuageux, beau.
27 ,,	N.E. à S.E.	jolie brise à fraîche brise	beau.	27 ,,	Nord à S.O. et à N.O.	faible brise à presque calme	do.
28 ,,	E.S.E. à S.S.E. et S.S.O.	fraîche brise.		28 ,,	S.S.O. à Ouest et à N.O.	faible à jolie brise	couvert, brumeux par moments.
20 ,,	S.E. à S.O. et N.O.	fraîche brise à forte brise	ondées.	29 ,,	S.O. à Ouest	forte brise à bonne brise	très nuageux, grains de pluie.
30 ,,	Sud à Ouest et N.O.	forte brise à *coup de vent*	pluie par moments. (Londres signale coups de vent successifs Sud à S.S.E. ; tambour sur côtes Nord et Ouest d'Angleterre hier après midi ; coups de vent successifs ; hissé tambour sur toutes les côtes ce matin.	30 ,,	S.O. à Ouest et à N.O.	grand frais	couvert, pluie et brouillard.
31 ,,	S.O. à N.O.	forte brise à *coup de vent*	pluie par moments. (2e dépêche, Londres, signale vents dangereux, probables d'abord du Sud ; hissé cône Sud sous tambour.)	31 ,,	Ouest à O.S.O.	jolie brise à forte brise	nuageux, grains de grêle frequents.

COMPARAISON du Temps annoncé par M. l'Amiral *FitzRoy* pour la Côte Ouest de *France*, et du Temps observé à *Brest* à l'Observatoire de la Marine—(*continué.*)

Temps prévu par l'Amiral FitzRoy pour la Côte Ouest de France.				Temps observé à Brest.			
Dates.	Direction du Vent.	Force.	État du Ciel.	Dates.	Direction du Vent.	Force.	État du Ciel.
1863:							
1 Novembre	Ouest	forte à fraîche brise	temps à grains, ondées.	1 Novembre	O.S.O. à Ouest	jolie brise à forte brise	couvert, pluie.
2 „	N.O.	do.	(*Nota.*—Signaux de précaution sur les côtes Anglaises, Nord et Ouest pour Mercredi, et sur toutes les côtes Anglaises pour Jeudi matin; hissé cône sous tambour, Sud et Sud Est pour Vendredi.)	2 „	O.S.O. à Ouest et à N.O.	*coup de vent*	couvert, pluie et brouillard.
3 „	N.O. à Sud, et de nouveau au N.O	*coup de vent*	temps à grains, pluie par moments.	3 „	Ouest à O.S.O.	bonne brise à forte brise	do. do.
4 „	Ouest à Nord et Est	forte brise, changeante	temps à grains, un peu de pluie.	4 „	Ouest à O.S.O.	bonne brise	couvert, brumeux par moments.
5 „	N.O. à S.O. et Sud	forte brise	temps à grains, incertain.	5 „	O.S.O. à Ouest	bonne brise à jolie brise	couvert.
6 „	O.S.O. à N.N.O	jolie brise à forte brise.		6 „	Ouest	jolie brise	couvert, brumeux par moments.
7 „	N.O. à Est	fraîche brise	beau.	7 „	N.O. à O.N.O.	faible à jolie brise	couvert, pluie.
8 „	O.S.O. à Nord	do.	variable.	8 „	O.S.O. à O.N.O.	bonne brise à forte brise	couvert, pluie et brouillard.
9 „	Ouest à Nord	jolie brise à fraîche brise.		9 „	Nord à N.E.	jolie brise	couvert, pluie.
10 „	Nord à Est	jolie brise	beau.	10 „	Ouest à N.O.	jolie brise à bonne brise	très nuageux, grains de pluie.
11 „	N.O. à N.E. et S.E.	jolie à fraîche brise	avec un peu de pluie.	11 „	N.O. à N.N.O.	*coup de vent*	temps à grains, nuageux.
12 „	Ouest à N.O.		gros temps.	12 „	N.N.O. à Nord et à N.N.E.	jolie brise à bonne brise	nuageux, pluie.
13 „	N.N.O. à E.N.E.	forte à fraîche brise.		13 „	Nord à Sud et à Ouest	faible brise	nuageux, beau.
14 „	S.E. à S.O.	fraîche à faible brise	beau.	14 „	Ouest à S.O. et à S.S.E.	do.	très nuageux, brumeux.
15 „	S.O. et environ	faible brise	variable.	15 „	S.O.	do.	couvert, pluie et brume.
16 „	Est à Sud et Ouest	jolie brise.		16 „	O.S.O. à Ouest et à S.O.	faible à jolie brise	couvert, brumeux par moments.
17 „	S.E. à N.E. et N.O.	jolie brise à forte brise.		17 „	S.O. à S.E.	jolie brise	couvert, beau.
18 „	N.O. à N.E. à Est	fraîche brise	nébuleux, beau.	18 „	E.S.E. à S.E.	do.	nuageux, beau.
19 „	O.N.O. à N.N.E.	fraîche et jolie brise	nuageux, beau.	19 „	E.S.E. à Sud et à S.E.	faible à jolie brise	do.
20 „	S.E. à S.O.	jolie brise	beau.	20 „	S.S.E. à Sud et à S.E.	do.	do.
21 „	S.O. à N.O. et N.E.	jolie et faible brise	nuageux, beau.	21 „	S.O. à S.S.O et à Ouest	forte brise à *coup de vent*	couvert, pluie et brouillard.
22 „	Ouest	forte brise	ondées à coups de vents dans quelques localités.	22 „	S.S.O. à O.S.O. et à S.O.	faible brise	très nuageux.
23 „	S.O. à N.O.	do.	temps à ondées. (Londres: Signale coup de vent probable du Sud sur côtes Ouest et Sud d'Angleterre. Aujourd'hui Samedi—hissé cône Sud.)	23 „	S.S.O.	faible à jolie brise	couvert, brouillard très épais.
24 „	S.O. à Nord	forte brise à *coup de vent*	par moments ondées. (Londres: signale coups de vent successifs sur toutes les côtes Anglaises; Dimanche—hissé tambour).	24 „	S.S.O. à S.O. et à Sud	jolie brise	do. do.
25 „	S.S.E. à O.N.O.	forte brise	pluvieux par moments.	25 „	S.S.E. à S.O.	do.	couvert.
26 „	O.S.O. à N.N.O.	do.	incertain, pluie par moments.	26 „	S.S.E. à S.E. et à Sud	faible brise	nuageux, beau.
27 „	Est à Sud et S.O.	fraîche brise à forte brise	un peu de pluie.	27 „	S.S.E. à Sud	do.	couvert, brume continuelle.
28 „	Est à Sud et S.S.O.	jolie brise à fraîche brise	un peu de pluie par moments.	28 „	S.E. à E.S.E. et à N.E.	faible à jolie brise	nuageux, brume.
29 „	N.E. à S.E. et S.S.O.	fraîche brise	généralement beau.	29 „	E.N.E à E.S.E. et à S.E.	faible brise	beau, gélée blanche.
30 „	Est à Sud et S.O.	do.		30 „	S.E. à S.S.E.	jolie brise à faible brise	beau.

COMPARAISON du Temps annoncé par M. l'Amiral *FitzRoy* pour la Côte Ouest de *France*, et du Temps observé à *Brest* à l'Observatoire de la Marine—(*continué.*)

Temps prévu par l'Amiral FitzRoy pour la Côte Ouest de France.				Temps observé à Brest.			
Dates.	Direction du Vent.	Force.	État du Ciel.	Dates.	Direction du Vent.	Force	État du Ciel.
1863 :				1863 :			
1 Décembre	S.E. à N.E.	fraîche brise	beau, gelée.	1 Décembre	Ouest à S.O.	jolie brise à forte brise	couvert, pluie.
2 ,,	S.S.O. à N.N.O.	forte brise à *coup de vent*	pluie.	2 ,,	O.N.O. à Ouest et à O.S.O.	*tempête violente*	do.
3 ,,	N.O. à N.E.	forte brise à *coup de vent*	avec un peu de pluie.	3 ,,	O.N.O. au N.O.	forte brise à *coup de vent*	grains de pluie et de grêle.
4 ,,	N.N.O. à Nord et E.N.E.	tempête par moments, *jolie brise par intervalles.*		4 ,,	Ouest à S.O.	jolie brise	couvert.
5 ,,	N.N.O. à N.E. et à S.E.	forte brise	clair, puis pluvieux.	5 ,,	S.O.	bonne brise à jolie brise	couvert, brouillard.
6 ,,	S.E. à S.O. et N.O.	forte brise à *coup de vent*	avec pluie par moments.	6 ,,	N.O. à O.N.O.	calme à faible brise	nuageux, pluie.
7 ,,	Ouest à Nord et retour	forte brise	temps à grains, incertain. (Hissé cône Sud; coup du vent probable du Sud sur toutes les côtes Anglaises ce Samedi matin.)	7 ,,	O.S.O. à S.O.	faible brise	couvert, beau.
8 ,,	Ouest à Nord et à N.E.	forte brise à fraîche brise	temps clair.	8 ,,	S.O.	jolie brise	do.
9 ,,	N.O. à N.E.	fraîche brise	temps à grains, puis clair.	9 ,,	S.O.	do.	couvert, brouillard et pluie fine par moments.
10 ,,	O.N.O à N.N.E.	do.	nuageux, beau.	10 ,,	Nord à N.N.O.	faible brise	do. do.
11 ,,	N.O. à N.E.	fraîche brise à jolie brise	temps clair, beau.	11 ,,	Ouest à O.N.O.	jolie brise à bonne brise	do. do.
12 ,,	N.O. à N.E.	jolie brise à faible brise	nuageux, beau.	12 ,,	Ouest à N.O.	bonne brise	do. do.
13 ,,	O.N.O. à N.N.E.	forte brise à jolie brise	généralement beau.	13 ,,	N.N.O. à N.N.E.	faible brise	do. do.
14 ,,	O.N.O. à N.E.	jolie brise	beau.	14 ,,	Est	presque calme	couvert, brouillard continuel.
15 ,,	Nord à Est à S.E.	jolie brise à faible brise	beau.	15 ,,	E S.E à S S.O.	faible brise	nuageux, beau.
16 ,,	Variable	do. do.	beau.	16 ,,	Ouest à S.O et à O.N.O.	jolie brise à forte brise	couvert, brouillard, un peu de pluie.
17 ,,	Sud à Ouest et N.O.	forte brise à grand frais	pluvieux.	17 ,,	N.N.O. à Nord	do do	très nuageux, pluie.
18 ,,	N.O. à N.E. et Est retour	forte brise à fraîche brise.		18 ,,	N.N E. à N.E.	faible brise à jolie brise	couvert, beau.
19 ,,	N.N.O. à E.N.E.	fraîche brise à jolie brise	beau.	19 ,,	N.N.E. à N.E.	faible brise	couvert, brumeux, mais assez beau.
20 ,,	N.N.O. à E.N.E.	jolie brise à faible brise	beau.	20 ,,	Nord	do.	do. do.
21 ,,	N.N.E. à E.S.E.	jolie brise à fraîche brise	beau.	21 ,,	Ouest	bonne brise	do. do.
22 ,,	S.S.E. à O.S.O.	fraîche brise	un peu de pluie.	22 ,,	N.O. à Nord	bonne brise à forte brise	très nuageux, pluie.
23 ,,	N.N.O. à S.S.O.	forte brise	do.	23 ,,	N.O.	jolie brise à bonne brise	couvert, pluie.
24 ,,	S.O. à N.O.	fraîche brise	temps clair.	24 ,,	Nord à N.N.O.	faible brise	couvert, pluie, brouillard.
25 ,,	Ouest à N.N.E.	do.	do.	25 ,,	O.S.O.	do	couvert, pluie.
26 ,,	N.E. à S.E. et Sud	jolie brise.		26 ,,	S.O.	jolie brise à bonne brise	do.
27 ,,	Ouest à Sud et à Ouest	fraîche à forte brise	un peu de pluie.	27 ,,	Ouest à O.S.O.	jolie brise	couvert, pluie et brouillard.
28 ,,	Ouest à Nord	forte brise	temps à grains. (2e dépêche, Londres, signale coup de vent probable du Sud; cône Sud pour demain matin.)	28 ,,	S.O à Ouest	faible brise	do. do.
29 ,,	S.E. à N.E.	fort à *coup de vent.*		29 ,,	O.S.O. à N O.	jolie brise à faible brise	do. do.
30 ,,	Ouest à Nord et Est	fraîche brise à forte brise	pluvieux.	30 ,,	Sud à S.O.	faible brise	do. do.
31 ,,	N.O. à Nord	jolie à fraîche brise	beau.	31 ,,	S S.O. à Ouest et à N.O.	forte brise à jolie brise	do. do.

Brest, le 14 Janvier 1864.

Le Capitaine de Frégate,
Directeur de l'Observatoire de la Marine,
(signed) *Belleville.*

WEATHER FORECASTS.

COPIES of PAPERS or TABLES of OBSERVATIONS made by the BOARD of TRADE for recording the ACTUAL WEATHER corresponding to Admiral *FitzRoy's* DAILY FORECASTS and occasional WARNING SIGNALS.

(*Mr. Augustus Smith.*)

Ordered, by The House of Commons, *to be Printed,*
13 *April* 1864.

[*Price 7 s.*]

200.

Under 16 *oz.*

103

AN

ABSTRACT OF THE RETURNS

MADE TO THE

LORDS OF THE COMMITTEE OF PRIVY COUNCIL FOR TRADE,

OF

WRECKS AND CASUALTIES

WHICH OCCURRED ON AND NEAR THE

COASTS OF THE UNITED KINGDOM,

From the 1*st January to the* 31*st December* 1863.

WITH

A Statement of the Number of Lives lost and saved; of the Amounts granted out of the Mercantile Marine Fund as Rewards for the Salvage of Life, for Contributions towards the Maintenance of Life Boats, and for Expenses in connexion with the Mortar and Rocket Apparatus for saving Life, during the same Period; and a Précis of the Special Inquiries instituted into the Causes of such Wrecks and Casualties, by order of the Board of Trade.

With Charts.

Presented to both Houses of Parliament by Command of Her Majesty.

LONDON:
PRINTED BY GEORGE EDWARD EYRE AND WILLIAM SPOTTISWOODE,
PRINTERS TO THE QUEEN'S MOST EXCELLENT MAJESTY.
FOR HER MAJESTY'S STATIONERY OFFICE.

1864.

10845.

[3400]

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PAPER - BOARD OF TRADE WRECK REGISTER.

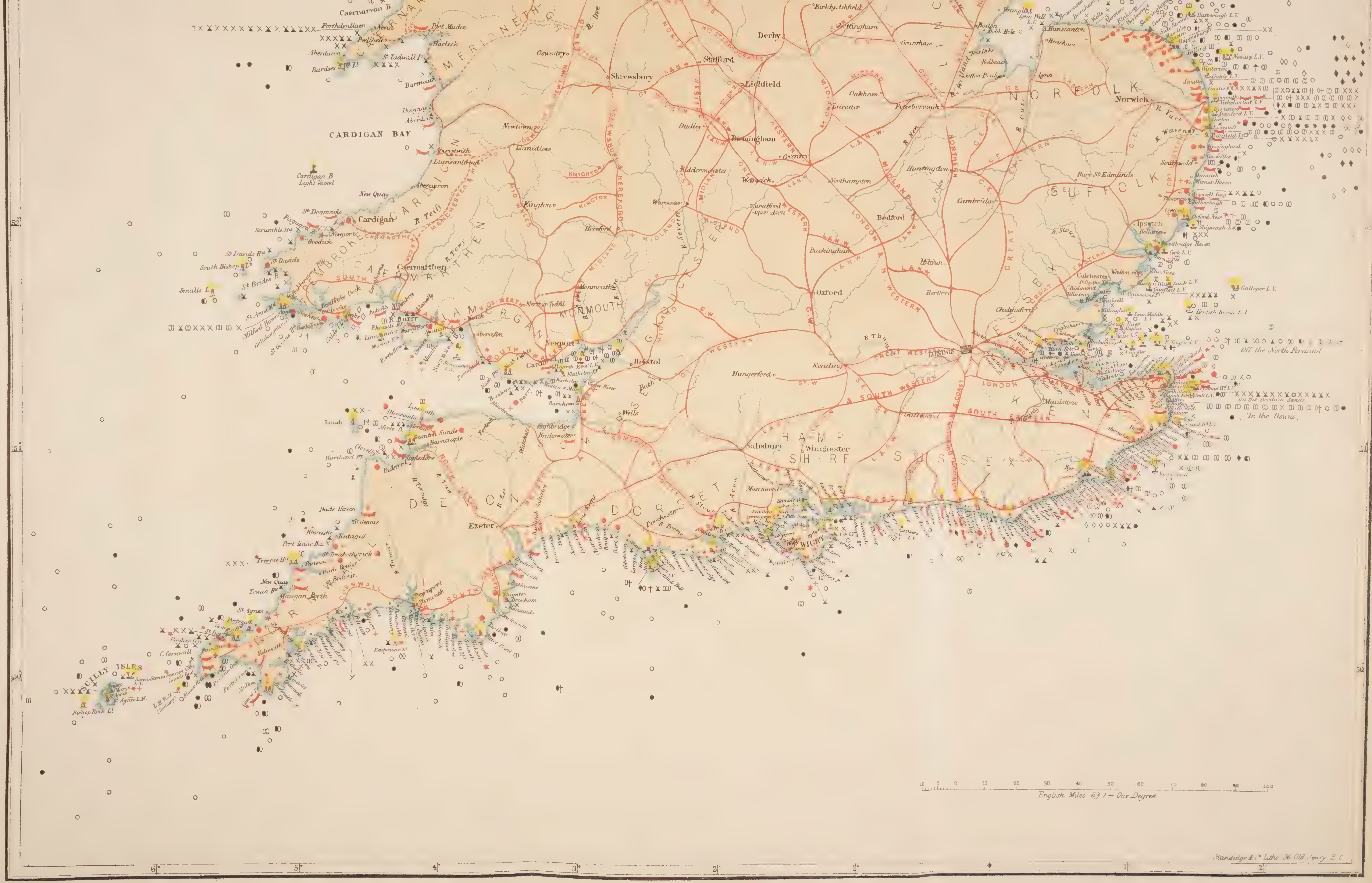
GENERAL WRECK CHART OF THE BRITISH ISLES FOR 1863

COMPILED FROM THE

BOARD OF TRADE REGISTER.

IRISH SEA
BRISTOL CHANNEL
ENGLISH CHANNEL
CHANNEL Is.
Scale of Nautic Miles.
I. of Wight
Cowes
Brock
Atherfield
St Catherine
Reeth
Ventnor

CHART
SHEWING THE WRECKS AND CASUALTIES
ON THE COASTS OF
ENGLAND & WALES
during 1863.
COMPILED FROM THE BOARD OF TRADE
WRECK REGISTER.
SYMBOLS.
I. Casualties by Stranding
Signifies a Total loss
a partial loss
II. Casualties by Collision.
Signifies a Collision between two Steam Vessels with total loss of both Vessels
with total loss of one Vessel
with partial loss
between two Sailing Vessels with total loss of both Vessels
with total loss of one Vessel
with partial loss
between two Fishing Boats with total loss of both Vessels
with total loss of one Vessel
with partial loss
between a Steam Vessel and a Sailing Vessel with total loss of both Vessels
with total loss of one Vessel
with partial loss
between a Steam Vessel and a Fishing Boat with total loss of both Vessels
with total loss of one Vessel
with partial loss
between a Sailing Vessel and a Fishing Boat with the total loss of both Vessels
with total loss of one Vessel
with partial loss
III. Casualties otherwise than by Collision or Stranding.
Signifies a total loss of a Steam Vessel
a partial loss of a Steam Vessel
a total loss of a Sailing Vessel
a partial loss of a Sailing Vessel
a total loss of a Fishing Boat
a partial loss of a Fishing Boat
Apparatus for Saving Life.
Life Boat Station
Rocket Apparatus
Mortar Apparatus Station
Life Belt Station
On or near the Dogger Bank, exact spot of each casualty unknown.


CARDIGAN BAY
Cardigan
Caermarthen
Monmouth
Newport
Cardiff
Bristol
Bath
Wells
Exeter
DEVON
DORSET
HAMPSHIRE
Winchester
Salisbury
SUSSEX
KENT
ESSEX
SUFFOLK
NORFOLK
Norwich
Ipswich
Colchester
Chelmsford
LONDON
Reading
Oxford
Hungerford
Bedford
Buckingham
Cambridge
Huntingdon
Northampton
Warwick
Birmingham
Worcester
Hereford
Kidderminster
Dudley
Lichfield
Stafford
Shrewsbury
Oswestry
Derby
Peterborough
Leicester
Oakham
Grantham
Lynn
Boston
SCILLY ISLES
Cardigan B Light Vessel
Off the North Foreland
English Miles 69 1 = One Degree
Standidge & Co. Litho 36 Old Jewry E.C.

CHART

SHEWING THE WRECKS AND CASUALTIES

ON THE COASTS OF

SCOTLAND

during 1863.

COMPILED FROM THE BOARD OF TRADE

WRECK REGISTER.

SHETLAND ISLANDS.

ORKNEY ISLANDS.

SYMBOLS.

I. Casualties by Stranding.

- Signifies a Total loss
- " a partial loss

II. Casualties by Collision.

- Signifies a Collision between two Steam Vessels with total loss of both Vessels
- " " with total loss of one Vessel
- " " with partial loss
- between two Sailing Vessels with total loss of both Vessels
- " with total loss of one Vessel
- " with partial loss
- between two Fishing Boats with total loss of both Vessels
- " with total loss of one Vessel
- " with partial loss
- between a Steam Vessel and a Sailing Vessel with total loss of both Vessels
- " with total loss of one Vessel
- " with partial loss
- between a Steam Vessel and a Fishing Boat with total loss of both Vessels
- " with total loss of one Vessel
- " with partial loss
- between a Sailing Vessel and a Fishing Boat with total loss of both Vessels
- " with total loss of one Vessel
- " with partial loss

III. Casualties otherwise than by Collision or Stranding.

- Signifies a total loss of a Steam Vessel
- " a partial loss of a Steam Vessel
- " a total loss of a Sailing Vessel
- " a partial loss of a Sailing Vessel
- " a total loss of a Fishing Boat
- " a partial loss of a Fishing Boat

Apparatus for Saving Life.

- Life Boat Station
- Rocket Apparatus Station
- Mortar Apparatus Station
- Life Belt Station

English Miles 69.1 = One Degree

Standidge & Co Litho, 36 Old Jewry, E.C.

CHART
SHEWING THE WRECKS AND CASUALTIES
ON THE COASTS OF
IRELAND
during 1863.
COMPILED FROM THE BOARD OF TRADE
WRECK REGISTER.
SYMBOLS.
I. Casualties by Stranding.
Signifies a Total loss.
a partial loss
II. Casualties by Collision.
Signifies a Collision between two Steam Vessels with total loss of both Vessels
with total loss of one Vessel
with partial loss.
between two Sailing Vessels with total loss of both Vessels
with total loss of one Vessel
with partial loss
between two Fishing Boats with total loss of both Vessels
with total loss of one Vessel
with partial loss.
between a Steam Vessel and a Sailing Vessel with total loss of both Vessels
with total loss of one Vessel
with partial loss
between a Steam Vessel and a Fishing Boat with total loss of both Vessels
with total loss of one Vessel
with partial loss
between a Sailing Vessel and a Fishing Boat with the total loss of both Vessels
with total loss of one Vessel
with partial loss
III. Casualties otherwise than by Collision or Stranding.
Signifies a total loss of a Steam Vessel.
a partial loss of a Steam Vessel.
a total loss of a Sailing Vessel.
a partial loss of a Sailing Vessel.
a total loss of a Fishing Boat.
a partial loss of a Fishing Boat
Apparatus for Saving Life.
Life Boat Station
Rocket Apparatus Station.
Mortar Apparatus Station.
Life Belt Station
LONDONDERRY
ANTRIM
DONEGAL
LEITRIM
SLIGO
MAYO
GALWAY
LOUTH
MEATH
DOWN
DUBLIN
Londonderry
Coleraine
Limavady
Letterkenny
Ballybofey
Omagh
Cookstown
Dungannon
Armagh
Carrickfergus
Belfast
Lough Neagh
Lough Foyle
Donegal Bay
Sligo
Enniskillen
Monaghan
Clones
Ballybay
Cootehill
Belturbet
Cavan
Boyle
Carrick on Shannon
Elphin
Roscommon
Longford
Oldcastle
Kells
Trim
Mullingar
Athlone
Tullamore
Ballinasloe
Athenry
Loughrea
Tuam
Castlebar
Westport
Ballina
Killala
Clifden
Galway
Galway Bay
L. Mask
L. Corrib
L. Ree
Newry
Warrenpoint
Dundalk
Dundalk Bay
Drogheda
Downpatrick
Banbridge
Ballynahinch
Strangford
Dundrum Bay
Carlingford Bay
Dublin
Kingstown
Bray
Kildare
Portarlington
Rathlin Id
Malin Head
Inishtrahull Id
Tory Id
Maidens
Copeland Id
Lambay Id
Rockabill Lt. Ho.
Kish Lt. Ho.
Slyne Head
Erris Hd
Aran

CLARE
LIMERICK
KERRY
CORK
WATERFORD
KILKENNY
Ennis
Limerick
Kilrush
Kilkee
Tralee
Killarney
KILLARNEY LAKES
Cahirciveen
Knightstown
Skelligs
Blaskets
Dingle Bay
Mallow
Blackwater R
Charleville
Tipperary
Cashel
Cahir
Clonmell
Carrick on Sair
Waterford
Tramore
Dungarvan
Youghal
Cork
Kinsale
Bandon
Bantry Bay
Skibbereen
Kilkenny
Leighlin
Bagnalstn
Carlow
Enniscorthy
New Ross
Wexford
Arklow
Wicklow
Killaloe
L. DERG
RIVER SHANNON
Tuskar Rk
Greenore Pt
Blackwater Bk
Ardmore
Mine Head
Arthurstown
Hook Head
Kinsale
Barry's Head
Courtmacsherry Bay
Mizen Hd
Sheep Hd
Smerwick Hr
Ferriters Cove
Brandon
Loop Hd
Tarbert
Foynes
Freagh Point
Seafield
Valentia R
Bere Id
Roches Point
10 0 10 20 30 40 50
English Miles: 69.14 = One Degree
11° 10° 9° 8° 7° 6°
51° 52° 53°

Remarks to accompany the Wreck Return of the Board of Trade. 1863.

The number of wrecks and casualties on the coasts of the United Kingdom in 1863 was 1,664. The annual average number of casualties during the eight years ending 1862 was 1,298. The corrected annual average for the nine years ending December 1863 is 1,339.

This increase in the number of casualties reported on our coasts must, no doubt, to some extent, be attributed to the more perfect machinery now in existence for collecting wreck statistics as compared with former years, and to a comparatively steady increase in the number of ships trading to or from or passing the shores of the United Kingdom. It may also be a question whether the increase is not to some extent due to particular gales of remarkable violence; at any rate a large number of the casualties during the last five years are due to such gales. In 1859 our shores were visited (amongst other gales) with the gale which proved fatal to the "Royal Charter" and 446 lives; in 1860 there was a succession of gales throughout the year; in January, February, and November 1861 there were fatal gales from the N. to E. and S.E., which alone added upwards of 460 to the number of casualties in that year; in 1862 the westerly gales of January, October, and December added upwards of 540 to the number of casualties; and in 1863 the westerly gales of January, March, September, October, November, and December added upwards of 930 to the number of casualties.

This increase in the annual average number of casualties will at once be seen by comparing the last five years with the five years preceding, viz.:—

Casualties during the five years ending 1858.			Casualties during the five years ending 1863.		
Years.	Numbers.	Annual Average.	Years.	Numbers.	Annual Average.
1854	987	1,118⅘	1859	1,416	1,488⅕
1855	1,141		1860	1,379	
1856	1,153		1861	1,494	
1857	1,143		1862	1,488	
1858	1,170		1863	1,664	
Total of five years	5,594		Total of five years	7,441	

Of the 2,001 ships to which casualties happened in 1863, 1,649 are known to have been British ships and 272 foreign ships, whilst the country and employment of 80 are unknown. Of the *British* ships 463 only were foreign-going; and of the *Foreign* ships 197 were making voyages to or from the United Kingdom, and 23 were employed in the *British* coasting trade. The remaining 1,318 ships were employed in the coasting trade, with the exception of a few foreign ships which were passing the coasts of the United Kingdom on foreign voyages.

Of the total number of casualties (1,664) reported in 1863, 331 were casualties arising by collision, and 1,333 were casualties from causes other than collision. Of the 1,333 casualties 503 resulted in total losses, and 830 in damage more or less serious.

Of the 503 total losses from causes other than collision, 332 only were caused by stress of weather; 61 were caused by carelessness, incompetency, and neglect; 31 from unseaworthiness or defects in the ship or her equipments; and 65 from various accidental causes.

Of the partial losses other than collision, 550 were caused by stress of weather; 115 by carelessness, incompetency, and neglect; 30 from unseaworthiness or defects in the ship or her equipments; and 126 from accidental causes.

The following short table will show this more clearly.

CASUALTIES OTHER THAN COLLISIONS.

Year.	Total Loss.					Partial Damage.					Total.
	Arising from Stress of Weather.	Arising from Inattention, Carelessness, and Neglect.	Arising from Defects in Ships or Equipments.	Arising from various Causes.	Arising from Causes unknown.	Arising from Stress of Weather.	Arising from Inattention, Carelessness, and Neglect.	Arising from Defects in Ships or Equipments.	Arising from various Causes.	Arising from Causes unknown.	
1859	298	84	42	70	33	308	97	42	88	5	1,067
1860	278	103	49	40	6	367	110	49	72	7	1,081
1861	302	89	48	49	25	424	102	56	75	1	1,171
1862	242	72	25	96	20	386	115	42	144	8	1,150
1863	332	61	31	65	14	550	115	30	126	9	1,333
Total for 5 Years	1,452	604		418		2,035	758		535		5,802

From table 3 it will be found that the number of ships of the collier class meeting with casualties is about half of the whole number of ships to which casualties happened during the year, and this notwithstanding the loss of 66 smacks during the fatal westerly gales in December 1863.

Coals	614	
Colliers in ballast	114	989
Metallic ores	146	
Stone, bricks, &c.	115	
Timber	101	
Other laden vessels	557	880
Vessels in ballast not colliers	174	
Passenger vessels	48	
Fishing smacks	—	132
Total Ships		2,001

From table 4, distinguishing the age of the ships, it will be found that during the five years ended 1863, 608 casualties happened to nearly new ships, *i.e.*, ships under three years of age, 2,623 to ships from three years to 14 years of age, 3,313 to ships from 14 to 50 years of age, 255 to ships from 50 to 80 years of age, 8 to ships between 80 and 90 years of age, four to ships between 90 and 100 years of age, and three to ships of above 100 years of age.

From table 5 it will be seen that of the 2,001 ships to which casualties happened in 1863, only 86 were steam ships, only 78 exceeded 600 tons burthen, and only 236 exceeded 300 tons burthen.

It is to the unseaworthy and ill found vessels of the collier class that the great number of casualties on our coasts is due; whilst it is owing to the absence of loss of large passenger ships on our coasts during the year, that the number of lives lost is 319 below the average of the numbers of the four preceding years.

From table 6 it will be seen that the greatest number of casualties, as usual, happened on the east coast; and from table 21, that the casualties attended with the greatest loss on the coasts during the five years ended 1863 occurred in the Irish Sea between England and Ireland.

The winds that have been most disastrous to shipping during the five years ended 1863 are as follows, the westerly winds being by far the most fatal:—

Direction.	1859.	1860.	1861.	1862.	1863.	Total.	
N.	42	42	58	65	46		253
N.N.E.	50	56	42	45	31	224	
N.E.	89	66	94	51	30	330	
E.N.E.	39	53	113	44	29	278	
E.	33	33	101	29	26	222	1,853
E.S.E.	53	52	62	45	27	239	
S.E.	72	76	78	61	50	337	
S.S.E.	40	68	36	43	36	223	
S.	49	73	55	61	47		285
S.S.W.	92	89	95	139	76	491	
S.W.	166	111	171	194	159	801	
W.S.W.	104	69	98	140	147	558	
W.	87	82	69	89	137	464	3,762
W.N.W.	87	128	72	75	209	571	
N.W.	84	104	71	110	214	583	
N.N.W.	50	58	30	62	94	294	
	1,137	1,160	1,245	1,253	1,358		6,153

As regards the force of the wind, it will be seen that of the whole number of casualties (1664) in 1863, 809, or more than half, happened when the wind was at force 8 or under, *i.e.*, when a ship, if properly found, manned, and navigated, would keep the sea and make her voyage in safety; and 780 happened whilst the wind was blowing from a strong gale to a hurricane.

Table 18 has been much extended; it now contains a complete list of the rocks and sands on which casualties have been reported during the five years ended 1863. The sands off the coasts of Norfolk, Suffolk, Essex and Kent have been most fatal.

From table 19 it will be seen that, with six exceptions, no casualty has been attended with the loss of 10 or more lives. It will also be seen that during the month of December 208 lives were lost from causes other than collision on the east coast, and at sea some distance off the east coast with a westerly wind.

Casualties from collisions have not increased, either absolutely or proportionately with other casualties. The annual average per cent. of all collisions reported, as compared with the total number of casualties reported during the four years ended 1859 is 25·46, and during the four years ended 1863 is 21·41.

But if only collisions properly so called, *i.e.* collisions between two ships both of which are under way, be taken, then the result will be as stated below:—for the four years ended 1859, 19 per cent., and for the four years ended 1863, 14·27 per cent. The numbers for the last three years are as follows: 1861, 226; 1862, 247; 1863, 197.

In comparing the present number of collisions with the number of collisions in former years, it should be borne in mind that many casualties now reported and included in the number of collisions were probably in former years either not reported, or, if reported, not included amongst collisions. As an example, the gross total of collisions reported during the six years ending 1855 was 700, and of this number 14 only are reported to vessels breaking sheer from anchors or moorings; whilst during the eight years ending 1863, 291 collisions from these causes alone have been reported, registered, and accounted for. As a proof of this it may be mentioned that in 1855,—the year in which the machinery of the Board of Trade was first organized for collecting wreck statistics,—the number of collisions registered was 247, being nearly three times the annual average of the number reported during the previous five years.

The main causes of the collisions during 1863 are reported as being bad look out; neglect and misapplication of the rule of road at sea; and negligence, parting cables and dragging anchors. Only four total losses by collision, and 35 partial losses by collision, can from the facts as reported be attributed to inevitable accident.

The number of collisions reported in 1863 as happening in weather described as dark, very dark, hazy, or thick and foggy, is 68; whilst the number happening in weather described as cloudy, dark and clear, or clear and fine was 164. Cases of collision have been reported in which no look out whatever has been kept, or in which the deck of the ship has been left without any person in charge, and the helm has been lashed down, although the ship may have been sailing at full speed, and in a much frequented part of our narrow seas.

The enactments in the Merchant Shipping Act Amendment Act of 1862 on the subject of collisions, and the rules adopted by Her Majesty's Government, and by the Government of the Emperor of the French, and accepted by all maritime nations, have now become better known, and will, it is hoped, lead to a diminution in the number of collisions. The following is a list of the countries by the Governments of which these regulations have been adopted, viz. :

Country or Place.	Date of Gazette containing Order in Council.	Country or Place.	Date of Gazette containing Order in Council.
Austria	1 May 1863.	Netherlands	15 Sept. 1863.
Argentine Republic	15 Sept. 1863.	Norway	15 Sept. 1863.
Belgium	1 May 1863.	Oldenburg	1 May 1863.
Brazil	28 July 1863.	Peru	28 July 1863.
Bremen	28 July 1863.	Portugal	1 May 1863.
Chile	20 Nov. 1863.	Prussia	1 May 1863.
Denmark Proper	5 Feb. 1864.	Roman States	20 Nov. 1863.
Equator (Republic of the)	28 July 1863.	Russia	28 July 1863.
Hamburg	28 July 1863.	Schleswig	5 Feb. 1864.
Hanover	1 May 1863.	Spain	28 July 1863.
Hayti	1 May 1863.	Sweden	28 July 1863.
Italy	1 May 1863.	Turkey	20 Nov. 1863.
Lubeck	28 July 1863.	United States	30 Aug. 1864.
Mecklenburg Schwerin	1 May 1863.	Uruguay	28 July 1863.
Morocco	28 July 1863.		

The following table will give a fair idea of the proportion of collisions to other casualties. It shows the total number of casualties from all causes, distinguishing which of them were collisions happening between two ships, *both* of which were under way, during the 14 years ending 1863.

Year.	Total No. of Collisions between Ships, both of which were under Way.	Total No. of Casualties from all Causes.	Rate per Cent. of Collisions as compared with the Casualties.	
1850	29	656	4·42	
1851	141	1,284	10·98	
1852	71	1,015	7·	
1853	76	832	9·13	
1854	92	987	9·32	
1855	218	1,141	19· 1	
1856	243	1,153	21·	19·
1857	226	1,143	19·77	
1858	221	1,170	18·88	
1859	241	1,416	17·	
1860	190	1,379	13·78	14·27
1861	226	1,494	15·13	
1862	247	1,488	16· 6	
1863	197	1,664	11·84	
	2,418	16,822	14·37	

For saving life on the coasts of the United Kingdom, there are at present 178 life boats, 239 rocket and mortar apparatus stations, and 181 coast guard stations, to which in the whole 792 of Capt. Ward's cork life jackets have been supplied.

The rocket and mortar apparatus is supported at the expense of the Mercantile Marine Fund, and is worked by the Coast Guard. Capt. Ward's cork life jackets supplied to the Coast Guard Stations have been paid for jointly by the Admiralty and Board of Trade.

The following table will show the means employed for saving life since 1855, and the sums paid by the Board of Trade out of the Mercantile Marine Fund towards saving life from shipwreck.

Year.	No. of Life Boats.	No. of Rocket & Mortar Apparatus Stations.	No. of Life Belts in charge of Coast Guard.	Amount paid to the R.N. Life Boat Institution.	Amount paid by Board of Trade for Rewards, &c.	Expenses of Rocket and Mortar Apparatus.	Expenses of Life Belts.	Total Expenses.
				£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
1855	127	—	—	1,038 6 8	199 0 0	—	—	1,237 6 8
1856	124	—	—	2,170 18 0	179 9 0	—	—	2,350 7 0
1857	141	198	—	2,073 13 9	195 4 7	2,751 15 11	—	5,020 14 3
1858	149	216	—	2,139 1 1	359 4 6	2,024 17 7	—	4,523 3 2
1859	158	216	—	2,196 6 0	457 3 6	1,943 7 0	—	4,596 16 6
1860	173	233	—	2,486 13 3	918 8 6	2,456 15 8	—	5,861 17 5
1861	179	235	206	2,877 3 2	1,292 1 6	2,145 19 6	100 6 10	6,415 11 0
1862	179	238	434	2,785 13 10	704 7 9	2,130 12 9	109 0 8	5,729 15 0
1863	178	239	792	2,843 6 9	843 14 0	2,931 10 7	106 6 3	6,724 17 7
				20,611 2 6	5,148 13 4	16,384 19 0	*315 13 9	42,460 8 7

**Note.—A similar amount has been paid by the Admiralty.*

And the following table will show the number of lives saved, and the number of lives lost, during the same period.

Year.	Lives saved.								Lives lost.
	By Life Boats.	By Rocket, and Mortar Apparatus, Lines, &c.	By Luggers, and Coast-guard and other Boats.	By Ships and Steam Boats.	By Ships own Boats.	By individual Exertion.	By other means.	Total.	
1855 -	251	399	439	290	—	9	—	1,388	485
1856 -	362	262	1,184	407	—	28	—	2,243	521
1857 -	398	243	512	507	—	8	—	1,668	539
1858 -	206	210	719	394	—	26	—	1,555	353
1859 -	291	260	1,009	766	—	6	—	2,332	1,647
1860 -	326	408	635	769	1,545*	14	—	3,697	537
1861 -	743	447	298	971	1,560	28	577*	4,624	884
1862 -	327	310	407	1,082	1,488	13	412	4,039	690
1863 -	505	357	576	1,500	1,454	13	691	5,096	620
	3,409	2,896	5,779	6,686	6,047	145	1,680	26,642	6,276

**Note.—No record kept for former years.*

In addition to pecuniary rewards the following presentations have been made by the British Government during the year 1863 for saving life, viz.:

2 gold medals.
1 silver gilt medal.
5 silver medals.
9 bronze medals.
3 gold watches.
31 telescopes.
3 binocular glasses.
4 sextants.
1 quadrant.

During the same period the under-mentioned Governments have presented the following rewards to masters of British vessels for saving lives of foreigners.

Government.	Gold Medals.	Silver Medals.	Gold Watches.	Binocular Glass.	Telescope.	Total Number of Rewards given by each Government.
Danish - -	1	1	—	—	—	2
French - -	2	1	—	1	1	5
Netherlands -	—	5	—	—	—	5
Portuguese -	—	1	—	—	—	1
United States -	—	1	9	—	—	10
	3	9	9	1	1	23

Before closing the remarks accompanying the Wreck Abstract for 1863, it is perhaps necessary to call attention to some points of difference between it and the Abstracts for former years. The chief points of difference are as follows; viz., the tables numbered 3 and 23 in the Abstract for 1862 have been omitted from the Abstract for 1863.

Those tables purported to contain a comparison between the number of casualties and the number of voyages, but they were necessarily imperfect, and might mislead.

Such of the information contained in tables 24 and 25 of the Abstracts for former years as appeared to be useful or interesting has been embodied in other tables in this return, and the old tables 24 and 25 have been omitted.

The old tables 8, 9, and 10, which were formerly in Part I. of the return, are now tables 19, 20, and 21 in Part II., to which they properly belong.

The wreck registers and documents for previous years have been examined for the purpose of making the present Abstract as perfect as possible. The whole of the tables now contain particulars for five years or more. This will be found convenient for the purposes of reference and comparison.

Board of Trade,
7th March 1865.

PART I.

Abstract of Returns of Wrecks and Casualties reported to have occurred on and near the Coasts of the United Kingdom.

Table 1. Wrecks and Casualties for Five Years; giving the NUMBER of the CASUALTIES, the NUMBER of VESSELS lost or damaged, the TONNAGE of the Vessels, and the NUMBER of HANDS employed.

Months in which Casualties happened.	(1.) NUMBER of Casualties in					(2.) NUMBER of Vessels lost or damaged in					(3.) TONS BURTHEN OF SHIPS to which Casualties happened in					(4.) HANDS EMPLOYED in Ships to which Casualties happened in				
	1859.	1860.	1861.	1862.	1863.	1859.	1860.	1861.	1862.	1863.	1859.	1860.	1861.	1862.	1863.	1859.	1860.	1861.	1862.	1863.
January -	115	206	137	186	229	152	243	175	221	285	29,187	43,063	37,645	53,702	56,123	1,377	1,824	1,493	2,160	2,453
February -	139	137	355	87	95	206	174	391	117	126	39,624	28,099	63,183	23,584	23,265	1,808	1,309	2,827	891	1,137
March -	136	71	95	142	104	177	89	123	163	119	25,534	16,421	26,104	25,099	16,365	1,383	697	1,039	1,426	771
April -	126	70	50	69	65	150	87	75	87	82	24,164	17,143	15,417	15,241	14,962	1,107	741	683	689	684
May - -	32	187	36	65	68	39	207	50	77	82	7,728	28,210	8,267	13,253	10,676	331	1,321	377	573	655
June - -	27	74	35	58	40	37	87	39	75	45	7,136	13,266	5,503	14,208	6,125	340	594	276	584	293
July - -	34	30	48	76	39	44	40	59	94	47	5,981	4,997	12,772	11,527	4,832	306	287	486	607	265
August -	52	74	73	52	65	65	102	98	66	87	9,798	13,933	16,843	12,081	11,063	481	671	706	537	596
September -	86	84	97	54	107	112	105	119	75	138	16,381	17,639	21,228	14,354	24,519	757	803	961	638	1,135
October -	343	156	90	283	210	392	180	112	346	247	56,090	25,648	19,093	64,107	44,927	2,661	1,172	818	2,745	1,837
November -	170	164	350	140	176	207	214	415	179	215	36,380	36,502	61,112	27,640	38,316	1,702	1,674	2,827	1,425	1,685
December -	156	126	128	276	466	188	149	163	327	528	28,477	25,795	29,137	51,153	89,577	1,378	1,121	1,377	2,298	3,992
Total -	1,416	1,379	1,494	1,488	1,664	1,769	1,677	1,819	1,827	2,001	286,480	270,716	316,304	325,949	340,750	13,631	12,214	13,870	14,573	15,503

Note.—In cases of Collision two and sometimes more Ships are involved in one Casualty. This accounts for the number of Ships in Column 2 exceeding the number of Casualties in Column 1.

Table 2. Wrecks and Casualties for Five Years, showing the NUMBER OF SHIPS, and distinguishing BRITISH from FOREIGN Ships, SAILING SHIPS from STEAMERS, and COASTERS from OVERSEA.

Months in which Casualties happened.	British Ships.											Foreign Ships.						Total.
	Registered in the United Kingdom.							Registered in the Colonies.			Total for British Ships.	Sailing Ships.			Steam Ships.	Total for Foreign Ships.	Ships whose Country and Employment are unknown.	
	Sailing Ships.			Passing United Kingdom, but bound from and to Ports out of the United Kingdom.	Steamers.		Total Ships registered in the United Kingdom to which Casualties have happened or which have been in collision.	Sailing Ships.		Total Ships registered in Colonies to which Casualties have happened or which have been in collision.		In the Coasting Trade.	Bound to or from British Ports, but not in British Coasting Trade.	Passing United Kingdom, but bound from and to Ports out of the United Kingdom.				
	Coasting Colliers.	Other Coasters.	Oversea.		Coasters.	Oversea.		Employed in Coasting Trade, United Kingdom.	Oversea.									
January	84	66	67	—	3	5	225	1	7	8	233	4	33	4	—	41	11	285
February	33	38	25	—	6	1	103	—	1	1	104	1	13	1	—	15	7	126
March	29	42	16	—	3	—	90	1	3	4	94	2	15	2	—	19	6	119
April	17	20	21	1	5	—	64	—	3	3	67	2	6	2	—	10	5	82
May	19	27	17	—	2	1	66	1	3	4	70	—	6	4	1	11	1	82
June	18	16	7	—	2	—	43	—	1	1	44	—	1	—	—	1	—	45
July	16	17	7	—	2	—	42	1	1	2	44	—	2	1	—	3	—	47
August	21	31	15	—	4	1	72	—	—	—	72	1	6	1	—	8	7	87
September	18	33	39	1	7	3	101	1	4	5	106	3	9	11	2	25	7	138
October	64	75	42	4	2	—	187	—	6	6	193	2	28	12	—	42	12	247
November	76	50	36	—	5	1	168	—	4	4	172	2	27	3	—	32	11	215
December	115	193	112	2	6	3	431	8	11	19	450	5	49	11	—	65	13	528
Total in 1863	510	608	404	8	47	15	1,592	13	44	57	1,649	22	195	52	3	272	80	2,001
„ 1859	459	517	311	—	57	30	1,374	13	32	45	1,419	17	182	43	3	245	105	1,769
„ 1860	501	450	296	4	50	17	1,318	4	26	30	1,348	11	180	33	6	230	99	1,677
„ 1861	551	431	341	4	48	24	1,399	23	26	49	1,448	10	222	35	7	274	97	1,819
„ 1862	470	479	330	3	71	20	1,373	13	43	56	1,429	14	205	39	8	266	132	1,827

Table 3. Wrecks and Casualties for Five Years, showing the NUMBER OF SHIPS, and distinguishing their CARGOES.

Months in which Casualties happened.	Ballast, not Colliers.	Coals.	Colliers in Ballast.	Cotton.	Fishing Smacks.	Fish or Oil.	Grain, Oatmeal, Flour, and Provisions.	General Cargo.	Metallic Ores.	Manure, Kelp, or Oil-cake.	Passengers and General Cargo.	Potatoes or Fruit.	Salt.	Sugar, Coffee, Spices, Tea, and Molasses.	Stone, Slate, Lime, or Bricks, and Clay.	Timber or Bark.	Wine or Spirits.	Various or unknown.	TOTAL.
January - -	20	102	17	2	14	3	28	16	15	2	6	4	1	2	13	9	–	31	285
February - -	17	41	5	1	3	–	10	9	9	3	5	2	1	–	4	3	–	13	126
March - - -	7	39	2	–	5	1	4	5	17	7	1	–	3	–	9	8	–	11	119
April - - -	9	22	7	2	2	–	2	2	3	2	4	1	3	1	6	6	–	10	82
May - - -	10	23	2	–	3	–	3	3	5	2	3	1	5	2	5	3	–	12	82
June - - -	3	19	1	–	1	–	3	1	5	–	2	–	1	–	4	3	–	2	45
July - - -	8	18	3	–	4	–	–	–	3	–	1	–	1	–	4	–	–	5	47
August - - -	8	21	6	–	8	1	2	4	2	2	5	1	1	–	7	2	–	17	87
September - -	20	38	1	–	11	2	7	12	8	1	7	–	4	–	6	7	1	13	138
October - -	23	74	3	1	9	5	19	11	23	5	–	–	4	–	16	24	1	29	247
November - -	10	74	25	–	6	5	9	5	16	3	7	2	1	–	13	8	–	31	215
December - -	39	143	42	2	66	5	43	22	40	7	7	–	7	2	28	28	1	46	528
TOTAL in 1863	174	614	114	8	132	22	130	90	146	34	48	11	32	7	115	101	3	220	2,001
Total in 1859 -	183	537	81	4	29	23	105	124	140	22	50	24	29	6	85	66	7	254	1,769
Total in 1860 -	240	510	71	6	41	18	84	92	94	30	37	12	29	6	84	77	2	244	1,677
Total in 1861 -	134	659	153	8	40	16	95	73	117	24	44	21	29	14	70	74	6	242	1,819
Total in 1862 -	165	593	128	2	84	19	109	93	113	31	55	13	25	9	100	89	2	197	1,827

Table 4. Wrecks and Casualties for Five Years, showing the NUMBER OF SHIPS and distinguishing their AGE.

AGE.	1859.	1860.	1861.	1862.	1863.	TOTAL.
Under 3 Years - - -	153	104	94	122	135	608
3 and not exceeding 7 Years -	205	206	259	271	289	1,230
8 „ 10 „ - -	84	108	127	131	173	623
11 „ 14 „ - -	143	155	162	155	155	770
15 „ 20 „ - -	228	247	225	216	238	1,154
21 „ 30 „ - -	216	225	270	266	298	1,275
31 „ 40 „ - -	108	103	111	125	129	576
41 „ 50 „ - -	68	56	64	59	61	308
51 „ 60 „ - -	31	27	39	25	35	157
61 „ 70 „ - -	21	7	17	10	9	64
71 „ 80 „ - -	7	6	9	4	8	34
81 „ 90 „ - -	3	3	1	—	1	8
91 „ 100 „ - -	1	1	1	1	—	4
101 and upwards - - -	1	1	1	—	—	3
Unknown - - - - -	500	428	439	442	470	2,279
TOTALS - - -	1,769	1,677	1,819	1,827	2,001	9,093

Table 5. Wrecks and Casualties for Five Years, showing the NUMBER OF SHIPS, and distinguishing their DESCRIPTION and TONNAGE.

Description of Ships.	1859.	1860.	1861.	1862.	1863.	Description of Ships.	1859.	1860.	1861.	1862.	1863.
						Brought forward	808	816	946	902	934
Steam Ships -	100	89	87	117	86	Ketches -	25	13	3	22	23
Barques - -	167	148	192	184	187	Keels - -	1	1	—	3	1
Billy Boys -	5	13	—	1	4	Luggers - -	15	27	17	28	31
Brigs - -	368	413	466	375	406	Polaccas -	4	7	2	5	2
Brigantines -	110	115	149	175	194	Ships - -	82	76	84	86	80
Chasse Marée -	4	2	—	3	2	Schooners -	558	465	500	491	568
Cobles - -	1	1	—	2	5	Sloops - -	132	115	96	122	118
Cutters - -	17	8	15	10	14	Smacks - -	92	74	85	120	189
Dandies - -	10	5	6	7	5	Snows - -	11	12	15	8	10
Flats - -	4	3	8	6	14	Trows - -	1	1	2	2	1
Galliots - -	22	18	19	21	17	Yachts - -	2	4	2	2	3
Hermaphrodites	—	—	2	—	—	Yawls - -	—	15	4	9	—
Hookers - -	—	1	2	1	—	Unknown -	38	51	63	27	41
Carried over -	808	816	946	902	934	TOTAL -	1,769	1,677	1,819	1,827	2,001

	1859.	1860.	1861.	1862.	1863.
Vessels not exceeding 50 Tons -	311	285	231	341	404
51 and not exceeding 100 „ -	474	403	447	441	494
101 „ 300 „ -	543	600	686	784	867
301 „ 600 „ -	123	123	146	186	158
601 „ 900 „ -	36	30	36	44	46
901 „ 1,200 „ -	19	9	19	20	18
1,200 Tons and upwards - -	5	6	6	11	14
Unknown - - - -	258	221	248	—	—
TOTAL - -	1,769	1,677	1,819	1,827	2,001

Table 6. Wrecks and Casualties for Five Years, distinguishing the PARTS OF THE COASTS on which they happened.

Months in which Casualties happened.	East Coast; Dungeness to Duncansby Head (inclusive).					South Coast; Dungeness to Land's End (exclusive).					West Coast; Land's End to Mull of Kintyre (inclusive).					North and West Coasts of Scotland, from the Mull of Kintyre to Duncansby Head; including the Northern Islands, Hebrides, Islay, Orkney, Shetland, &c.					Scilly Islands.				
	1859.	1860.	1861.	1862.	1863.	1859.	1860.	1861.	1862.	1863.	1859.	1860.	1861.	1862.	1863.	1859.	1860.	1861.	1862.	1863.	1859.	1860.	1861.	1862.	1863.
January	56	119	74	45	133	9	9	20	24	16	30	42	23	64	53	8	5	–	2	7	1	1	1	3	1
February	66	87	168	40	38	15	6	33	6	11	44	31	47	21	29	–	2	5	1	3	1	1	6	–	1
March	52	35	39	73	37	12	7	17	23	18	47	17	25	28	32	4	3	6	3	6	–	–	1	–	–
April	62	31	22	33	35	9	10	9	10	5	36	21	12	16	10	4	3	1	2	8	–	–	–	1	–
May	18	148	18	29	22	4	9	3	13	18	5	23	11	15	16	3	1	2	4	3	–	–	–	–	1
June	12	24	14	15	17	5	29	3	8	3	5	11	8	19	14	4	1	4	4	4	–	–	–	–	–
July	12	14	21	33	18	7	3	9	6	5	11	8	11	28	13	1	–	3	3	1	–	1	–	–	–
August	21	31	30	26	30	4	9	11	8	11	15	25	20	8	17	3	2	2	3	2	–	1	–	–	–
September	36	49	39	19	56	14	14	15	8	6	26	13	25	18	28	3	1	2	3	4	–	–	–	–	–
October	136	87	36	189	93	24	5	10	17	21	169	35	26	54	59	2	20	3	3	11	–	1	–	–	1
November	74	110	262	71	103	16	13	16	10	8	59	28	45	42	51	3	1	4	2	3	1	6	1	1	–
December	77	77	53	192	263	14	12	18	13	24	36	24	38	36	134	5	3	2	22	12	–	–	–	–	7
Total	622	812	776	765	845	133	126	164	146	146	483	278	291	349	456	40	42	34	52	64	3	11	9	5	11

B 3

(Continued.)

Months in which Casualties happened.	Lundy Island.					Isle of Man.					Irish Coast.					Total.				
	1859.	1860.	1861.	1862.	1863.	1859.	1860.	1861.	1862.	1863.	1859.	1860.	1861.	1862.	1863.	1859.	1860.	1861.	1862.	1863.
January	–	1	1	–	–	3	2	1	1	6	8	27	17	47	13	115	206	137	186	229
February	1	1	4	2	–	1	–	10	1	2	11	9	82	16	11	139	137	355	87	95
March	1	1	–	2	–	5	–	–	–	1	15	8	7	13	10	136	71	95	142	104
April	2	–	–	2	–	2	–	1	–	1	11	5	5	5	6	126	70	50	69	65
May	–	–	1	–	–	–	1	–	–	–	2	5	1	4	8	32	187	36	65	68
June	–	3	1	2	–	–	–	–	–	–	1	6	5	10	2	27	74	35	58	40
July	–	–	1	1	–	1	1	–	–	–	2	3	4	5	2	34	30	48	76	39
August	–	–	1	–	–	2	–	2	1	–	7	6	7	6	5	52	74	73	52	65
September	–	1	–	1	2	2	–	2	–	–	5	6	14	5	11	86	84	97	54	107
October	1	–	–	–	–	5	–	2	4	4	6	8	13	16	21	343	156	90	283	210
November	2	–	2	–	–	2	–	4	2	1	13	6	16	12	10	170	164	350	140	176
December	1	–	–	–	1	5	1	4	2	8	18	9	13	11	17	156	126	128	276	466
Total	8	7	10	10	3	28	5	26	11	23	99	98	184	150	116	1,416	1,379	1,494	1,488	1,664

Table 7. Wrecks and Casualties for Five Years, distinguishing them according to the DIRECTION of the Wind.

Points of Compass.	January.					February.					March.					April.					May.					June.					July.					Points of Compass.
	1859.	1860.	1861.	1862.	1863.	1859.	1860.	1861.	1862.	1863.	1859.	1860.	1861.	1862.	1863.	1859.	1860.	1861.	1862.	1863.	1859.	1860.	1861.	1862.	1863.	1859.	1860.	1861.	1862.	1863.	1859.	1860.	1861.	1862.	1863.	
N.	1	6	2	7	3	2	8	2	2	1	4	–	4	–	6	4	2	2	4	3	4	3	2	4	1	–	–	2	2	3	1	3	1	–	4	N.
N. by E.	–	1	1	–	–	–	2	–	–	–	2	–	–	–	–	1	–	–	–	–	1	1	2	–	–	–	–	–	–	1	–	–	–	–	–	N. by E.
N.N.E.	6	3	–	–	1	–	9	1	3	1	3	2	–	4	2	1	6	2	4	2	4	12	3	–	4	–	1	1	2	–	1	–	–	–	2	N.N.E.
N.E. by N.	–	1	1	–	–	–	1	–	–	–	–	–	–	2	–	1	–	–	–	–	1	–	1	–	–	–	–	1	–	1	–	1	–	–	–	N.E. by N.
N.E.	4	4	3	1	6	–	5	44	2	2	3	2	–	16	1	9	9	6	7	1	5	13	6	1	4	5	2	3	–	–	–	–	1	–	–	N.E.
N.E. by E.	–	–	–	–	–	–	1	3	–	–	–	1	–	1	–	–	1	–	–	–	–	1	–	1	3	–	–	–	–	–	–	1	–	–	–	N.E. by E.
E.N.E.	–	3	4	1	3	–	4	81	5	–	5	6	–	17	–	–	11	6	2	1	2	11	2	1	15	–	3	5	1	–	1	1	–	1	3	E.N.E.
E. by N.	1	–	1	–	–	–	–	19	3	–	–	–	–	–	–	–	–	1	–	–	1	–	1	–	6	1	–	–	–	1	–	–	1	–	1	E. by N.
E.	2	2	9	–	2	–	4	62	1	–	1	2	–	13	1	8	4	6	1	–	1	2	3	2	10	5	1	4	–	–	1	1	–	2	–	E.
E. by S.	–	–	2	–	1	–	–	6	1	1	–	–	–	1	–	4	–	2	1	1	1	–	–	1	–	1	1	–	–	–	–	–	–	–	–	E. by S.
E.S.E.	–	5	16	5	5	1	–	10	8	1	3	1	1	11	1	19	4	5	1	3	2	2	2	6	4	2	1	1	–	1	–	2	–	–	1	E.S.E.
S.E. by E.	1	1	1	1	1	–	–	–	2	2	1	–	–	1	1	4	–	1	–	1	1	–	–	2	1	–	–	–	–	–	–	–	–	–	–	S.E. by E.
S.E.	2	15	13	11	5	1	1	12	10	5	4	–	1	7	7	8	3	5	4	5	3	3	1	7	1	2	2	2	2	1	3	4	3	2	–	S.E.
S.E. by S.	–	2	–	4	–	–	–	1	2	–	–	–	–	–	–	1	–	–	–	–	–	–	–	1	–	–	–	–	–	–	–	–	1	–	1	S.E. by S.
S.S.E.	–	32	10	8	4	3	2	6	7	4	1	–	–	4	4	1	3	–	3	2	–	3	–	3	1	–	2	–	3	–	–	–	1	2	2	S.S.E.
S. by E.	–	3	3	7	1	–	–	3	1	1	–	–	–	–	2	1	–	–	1	–	–	–	–	–	–	–	1	–	–	–	1	–	1	–	–	S. by E.
S.	6	16	5	16	5	5	1	7	5	1	1	2	1	7	12	1	2	–	2	2	–	4	–	–	–	–	6	2	2	2	3	1	6	6	3	S.
S. by W.	3	1	–	1	1	2	2	1	1	–	2	–	–	1	–	2	1	–	–	1	–	–	–	1	–	–	–	1	–	–	–	–	2	–	–	S. by W.
S.S.W.	11	25	13	20	15	17	3	15	6	5	10	3	3	22	8	9	1	–	2	1	–	12	–	3	1	1	11	–	5	1	–	1	6	2	1	S.S.W.
S.W. by S.	2	4	1	3	6	2	1	4	–	–	3	–	–	3	1	2	–	–	–	–	–	2	–	–	–	–	1	–	–	1	–	–	2	1	–	S.W. by S.
S.W.	23	19	14	40	17	27	6	36	5	13	28	8	11	13	5	14	1	1	16	7	3	6	2	4	9	–	17	2	6	7	10	4	7	11	4	S.W.
S.W. by W.	2	1	3	–	5	–	–	1	1	5	3	–	5	2	–	3	–	–	–	–	–	–	–	–	1	–	–	–	–	–	–	–	1	2	–	S.W. by W.
W.S.W.	17	12	8	23	21	19	5	9	6	18	16	9	21	3	2	4	3	1	7	8	1	5	1	5	–	3	5	1	7	8	–	2	5	15	2	W.S.W.
W. by S.	2	3	–	1	3	3	2	1	1	3	2	2	3	2	1	1	–	–	–	3	–	1	–	2	1	–	–	–	1	–	1	1	1	3	1	W. by S.
W.	6	17	3	11	25	13	6	8	3	12	16	4	8	1	4	9	6	1	6	5	–	8	–	7	2	–	5	3	8	3	2	3	2	10	4	W.
W. by N.	1	2	1	1	5	4	5	–	3	4	2	–	1	–	–	1	–	–	1	–	–	3	–	2	–	–	1	–	2	1	–	–	–	1	–	W. by N.
W.N.W.	13	11	4	3	47	10	27	2	1	5	7	4	10	1	10	5	5	1	1	8	–	29	5	4	1	–	1	1	1	4	3	–	1	4	3	W.N.W.
N.W. by W.	1	–	–	–	3	2	–	–	–	–	1	–	1	–	–	–	–	1	–	–	1	2	–	–	–	–	1	–	–	–	–	–	–	–	–	N.W. by W.
N.W.	4	5	4	10	24	14	19	5	2	3	12	10	9	3	16	2	1	4	4	3	–	25	1	1	2	2	1	5	6	1	–	1	1	4	2	N.W.
N.W. by N.	–	1	–	2	–	1	2	–	–	2	1	1	1	–	–	1	–	–	–	–	–	3	–	–	–	–	–	–	2	–	–	1	–	1	–	N.W. by N.
N.N.W.	–	3	1	5	9	8	13	–	1	2	4	5	6	1	10	6	3	1	1	4	–	13	2	1	–	–	1	–	2	–	3	1	1	–	1	N.N.W.
N. by W.	1	–	–	1	–	1	1	–	–	–	–	–	–	–	1	–	1	1	–	–	–	13	–	–	–	–	1	–	2	3	–	–	–	–	–	N. by W.
Calm	3	–	–	–	–	1	–	–	–	3	–	–	1	6	2	1	2	–	1	1	–	1	–	4	–	2	1	1	–	–	2	–	1	2	1	Calm.
Variable	1	3	3	–	2	1	3	4	4	–	1	4	3	2	–	1	–	–	–	2	–	4	–	1	–	–	1	1	–	–	1	–	3	2	1	Variable.
Unknown	2	5	11	4	9	2	4	12	1	1	–	5	5	–	5	2	1	3	–	1	1	5	2	1	1	3	7	–	3	1	1	2	–	5	2	Unknown.
TOTAL	115	206	137	186	229	139	137	355	87	95	136	71	95	142	104	126	70	50	69	65	32	187	36	65	68	27	74	35	58	40	34	30	48	76	39	TOTAL.

Wrecks and Casualties for Five Years, distinguishing them according to the Direction of the Wind—*continued.*

Points of Compass.	August.					September.					October.					November.					December.					Total.					Grand Total.	Points of Compass.
	1859.	1860.	1861.	1862.	1863.	1859.	1860.	1861.	1862.	1863.	1859.	1860.	1861.	1862.	1863.	1859.	1860.	1861.	1862.	1863.	1859.	1860.	1861.	1862.	1863.	1859.	1860.	1861.	1862.	1863.		
N.	–	2	1	2	1	3	2	3	1	–	13	3	1	3	3	8	10	35	8	6	2	3	3	32	15	42	42	58	65	46	253	N.
N. by E.	–	–	–	–	–	–	–	–	1	–	–	–	–	–	–	–	2	4	–	1	2	–	–	5	3	6	6	7	6	5	30	N. by E.
N.N.E.	–	1	–	3	–	1	8	3	1	–	24	4	1	1	–	3	2	28	8	7	7	8	3	19	12	50	56	42	45	31	224	N.N.E.
N.E. by N.	–	–	–	–	1	–	2	–	2	–	–	–	–	–	–	–	–	1	–	–	–	–	–	–	1	2	5	4	2	5	18	N.E. by N.
N.E.	3	2	–	4	4	4	14	–	4	–	43	5	4	2	–	5	3	25	4	7	8	7	2	10	5	89	66	94	51	30	330	N.E.
N.E. by E.	1	–	–	–	–	–	1	–	–	–	1	–	2	1	–	1	–	3	–	1	–	–	1	–	–	3	6	9	3	4	25	N.E. by E.
E.N.E.	1	–	1	1	1	5	5	–	2	–	18	2	4	2	1	5	3	8	11	5	2	4	2	–	–	39	53	113	44	29	278	E.N.E.
E. by N.	1	–	–	–	–	1	–	–	–	–	2	–	1	–	–	–	4	1	2	–	–	–	1	–	–	7	4	26	5	8	50	E. by N.
E.	1	–	–	2	1	1	2	1	3	1	7	1	4	1	6	2	9	4	3	5	4	5	8	1	–	33	33	101	29	26	222	E.
E. by S.	–	–	–	–	–	–	–	–	–	–	4	–	1	1	–	2	3	–	2	–	–	–	1	–	1	12	4	12	7	4	39	E. by S.
E.S.E.	–	2	–	–	–	–	1	2	7	–	21	–	5	–	7	3	25	14	5	1	2	9	6	2	3	53	52	62	45	27	239	E.S.E.
S.E. by E.	–	–	–	–	–	–	–	–	–	–	3	–	–	–	2	1	2	–	1	–	3	1	–	–	–	14	4	2	7	8	35	S.E. by E.
S.E.	–	–	–	–	3	–	2	1	4	1	26	1	11	2	11	13	13	22	6	3	10	32	7	6	8	72	76	78	61	50	337	S.E.
S.E. by S.	–	1	–	–	–	–	–	–	–	–	2	–	1	1	–	1	1	–	–	–	3	4	1	–	–	7	8	4	8	1	28	S.E. by S.
S.S.E.	1	2	–	1	3	3	–	1	1	2	11	1	11	5	8	13	5	2	4	2	7	18	5	2	4	40	68	36	43	36	223	S.S.E.
S. by E.	–	–	–	1	–	–	2	1	1	–	1	1	1	2	1	1	3	2	–	2	3	3	1	–	5	7	13	12	13	12	57	S. by E.
S.	2	6	2	3	2	3	7	9	3	3	13	2	8	4	10	8	18	7	10	4	7	8	8	3	3	49	73	55	61	47	285	S.
S. by W.	–	–	–	2	–	1	1	1	1	1	2	1	–	3	3	–	2	2	–	–	3	2	2	–	1	15	10	8	11	7	51	S. by W.
S.S.W.	2	5	5	5	4	9	4	11	1	7	9	4	11	62	12	7	19	14	7	14	17	1	17	4	7	92	89	95	139	76	491	S.S.W.
S.W. by S.	2	–	1	–	1	1	–	2	1	1	3	1	1	15	–	3	1	8	–	2	4	–	2	2	–	22	10	21	25	12	90	S.W. by S.
S.W.	5	10	20	7	7	9	6	19	6	15	9	23	6	55	22	17	8	34	12	22	21	3	19	19	31	166	111	171	194	159	801	S.W.
S.W. by W.	2	1	1	–	3	–	1	–	2	1	–	1	2	6	1	–	–	4	2	2	2	–	–	6	1	12	4	17	21	19	73	S.W. by W.
W.S.W.	6	6	12	3	5	7	6	6	3	18	3	11	3	37	29	16	2	23	16	11	12	3	8	15	25	104	69	98	140	147	558	W.S.W.
W. by S.	1	1	2	–	1	2	–	3	–	1	1	1	–	5	4	2	2	3	1	1	3	–	1	2	7	18	13	14	18	26	89	W. by S.
W.	7	6	9	2	2	7	6	7	4	18	6	16	5	21	20	16	3	19	6	11	5	2	4	10	31	87	82	69	89	137	464	W.
W. by N.	–	1	2	3	–	4	1	1	–	2	–	2	–	4	3	7	1	3	2	3	1	1	1	1	7	20	17	9	20	25	91	W. by N.
W.N.W.	6	7	5	2	3	8	1	5	–	14	13	35	2	21	26	9	5	28	6	13	13	3	8	31	75	87	128	72	75	209	571	W.N.W.
N.W. by W.	–	1	–	–	1	1	–	–	–	1	2	2	–	2	–	2	–	1	–	1	–	–	–	2	4	10	6	3	4	10	33	N.W. by W.
N.W.	3	10	4	2	10	5	3	7	2	12	33	21	3	18	9	7	6	25	8	12	2	2	3	50	120	84	104	71	110	214	583	N.W.
N.W. by N.	–	1	–	1	–	1	–	–	–	–	2	1	–	–	–	–	1	–	–	3	–	–	–	2	4	6	11	1	8	9	35	N.W. by N.
N.N.W.	2	4	1	3	6	1	3	5	3	1	20	5	–	3	–	4	5	10	6	5	2	2	3	36	56	50	58	30	62	94	294	N.N.W.
N. by W.	–	1	1	–	–	1	–	1	–	–	3	1	–	–	–	–	–	5	2	1	1	–	–	4	5	7	18	8	9	10	52	N. by W.
Calm	2	–	1	2	2	–	–	2	1	–	1	1	1	–	–	–	–	–	3	1	2	1	2	1	2	14	6	9	20	12	61	Calm.
Variable	1	–	–	1	2	3	1	1	–	2	20	1	–	2	1	3	1	8	–	2	2	–	5	3	11	34	18	28	15	23	118	Variable.
Unknown	3	4	5	2	2	5	5	5	–	6	27	9	1	4	31	11	5	7	5	28	6	4	4	8	19	63	56	55	33	106	313	Unknown.
Total	52	74	73	52	65	86	84	97	54	107	343	156	90	283	210	170	164	350	140	176	156	126	128	276	466	1,416	1,379	1,494	1,488	1,664	7,441	Total.

Table 8. Wrecks and Casualties, for Five Years, distinguishing them according to the FORCE of the Wind.

Force of Wind.*	January.					February.					March.					April.					May.					June.					July.					Force of Wind.
	1859	1860	1861	1862	1863	1859	1860	1861	1862	1863	1859	1860	1861	1862	1863	1859	1860	1861	1862	1863	1859	1860	1861	1862	1863	1859	1860	1861	1862	1863	1859	1860	1861	1862	1863	
Force 0	5	—	2	—	—	2	—	1	—	4	—	—	1	6	2	1	2	—	1	1	1	1	—	4	—	2	1	1	—	—	2	—	—	—	2	2	Force 0
„ 1	2	5	1	—	2	5	2	1	3	3	3	1	—	1	3	5	5	3	3	3	1	2	1	1	2	4	—	1	1	2	6	—	1	2	3	„ 1
„ 2	7	4	5	2	5	7	3	1	4	1	7	1	5	2	2	3	3	5	2	5	4	3	7	9	5	4	3	7	3	2	2	7	—	4	1	„ 2
„ 3	7	2	4	6	—	4	—	3	6	11	4	1	3	4	4	1	2	6	5	3	2	—	4	5	1	—	1	3	2	1	—	1	4	1	1	„ 3
„ 4	5	14	13	11	6	17	10	8	11	14	11	5	7	9	7	9	6	11	8	8	5	5	4	6	5	7	7	3	4	3	2	6	3	9	9	„ 4
„ 5	19	20	20	19	25	16	15	14	17	22	21	12	13	17	15	12	11	17	17	10	8	17	5	7	7	2	6	10	9	5	6	3	7	14	8	„ 5
„ 6	14	33	18	24	24	26	17	18	21	15	21	18	6	26	12	20	15	4	20	6	6	8	10	7	7	—	8	3	11	6	4	6	14	9	6	„ 6
„ 7	8	15	2	10	12	10	11	8	10	4	11	3	2	13	6	16	6	1	4	—	—	5	3	4	4	—	1	2	4	3	2	1	2	7	1	„ 7
„ 8	4	36	18	27	27	15	11	15	8	6	16	10	8	17	18	8	10	2	3	15	3	6	1	10	13	2	10	1	9	6	3	—	5	14	4	„ 8
„ 9	15	31	27	25	34	20	15	40	4	8	22	6	24	29	24	31	6	—	4	6	1	16	—	7	13	1	9	1	8	7	5	1	7	4	2	„ 9
„ 10	16	32	15	29	60	10	16	136	—	3	12	6	14	16	4	13	—	—	1	5	—	27	—	2	9	1	9	—	4	2	—	2	3	1	—	„ 10
„ 11	7	9	6	18	8	1	24	76	—	2	6	—	4	—	—	5	1	—	—	1	—	28	—	—	1	—	12	—	—	1	—	—	—	3	1	„ 11
„ 12	—	2	—	11	16	2	9	19	1	1	1	—	1	1	1	—	—	—	—	1	—	67	—	—	—	—	3	—	—	1	—	—	—	—	—	„ 12
Variable	—	—	3	—	—	—	—	2	—	—	—	—	—	1	1	—	—	—	—	—	—	1	—	1	—	—	—	—	—	—	1	—	—	1	—	Variable
Unknown	6	3	3	4	10	4	4	13	2	1	1	8	7	—	5	2	3	1	1	1	1	1	1	2	1	4	4	3	3	1	1	3	2	5	1	Unknown
TOTAL -	115	206	137	186	229	139	137	355	87	95	136	71	95	142	104	126	70	50	69	65	32	187	36	65	68	27	74	35	58	40	34	30	48	76	39	TOTAL -

(*Continued.*)

Force of Wind.*	August.					September.					October.					November.					December.					TOTAL.					Force of Wind.
	1859	1860	1861	1862	1863	1859	1860	1861	1862	1863	1859	1860	1861	1862	1863	1859	1860	1861	1862	1863	1859	1860	1861	1862	1863	1859	1860	1861	1862	1863	
Force 0	2	—	1	3	2	—	—	2	1	—	2	2	1	—	—	1	1	—	3	1	3	1	1	3	3	21	8	10	23	15	Force 0
„ 1	5	1	1	5	3	—	2	—	1	2	3	3	—	2	1	4	—	1	8	4	4	2	4	1	—	42	23	14	28	28	„ 1
„ 2	3	7	7	—	3	4	3	2	4	4	8	4	5	7	5	5	4	1	15	4	6	5	6	4	2	60	47	51	56	39	„ 2
„ 3	3	1	—	4	2	1	1	1	2	1	2	1	—	—	—	6	3	8	6	3	3	1	7	2	—	33	14	43	43	27	„ 3
„ 4	3	6	12	7	9	7	6	6	11	13	8	4	10	7	9	12	14	13	13	10	7	7	13	14	7	93	90	103	110	100	„ 4
„ 5	5	9	15	12	9	14	14	17	8	14	23	9	9	16	19	23	21	28	22	17	25	14	16	29	23	174	151	171	187	174	„ 5
„ 6	9	12	10	12	12	10	5	14	11	12	24	7	17	24	20	21	26	13	19	27	25	16	22	11	27	180	171	149	195	174	„ 6
„ 7	—	6	6	1	3	6	2	7	4	3	3	7	11	6	8	9	18	15	7	5	6	15	7	5	8	71	90	66	75	57	„ 7
„ 8	3	1	3	5	12	7	7	6	4	27	12	7	8	36	27	12	20	39	23	19	17	19	18	14	21	102	137	124	170	195	„ 8
„ 9	12	23	10	2	9	14	14	25	2	21	38	22	15	52	49	15	32	68	10	36	35	18	13	52	60	209	193	230	199	269	„ 9
„ 10	3	4	4	—	1	15	22	12	1	4	70	27	4	70	31	28	15	112	5	17	14	8	11	89	88	182	168	311	218	224	„ 10
„ 11	—	—	1	—	—	1	4	—	1	—	55	8	2	26	7	11	5	10	2	4	2	10	3	13	57	88	101	102	63	82	„ 11
„ 12	—	—	—	—	—	4	1	—	—	—	67	53	3	30	18	13	1	29	—	11	—	3	—	26	156	87	139	52	69	205	„ 12
Variable	—	—	1	—	—	1	1	—	1	—	3	—	1	—	—	2	1	11	—	—	—	2	2	2	—	7	5	20	6	1	Variable
Unknown	4	4	2	1	—	2	2	5	3	6	25	2	4	7	16	8	3	2	7	18	9	5	5	11	14	67	42	48	46	74	Unknown
TOTAL	52	74	73	52	65	86	84	97	54	107	343	156	90	283	210	170	164	350	140	176	156	126	128	276	466	1,416	1,379	1,494	1,488	1,664	TOTAL

* Figures to denote the Force of the Wind.

0. Calm.
1. Light Airs - Just sufficient to give steerage way.
2. Light Breeze - With which a Ship with all Sail set and clean full would go in smooth water. to 2 knots.
3. Gentle Breeze - to 4 „
4. Moderate Breeze - 5 to 6 „
5. Fresh Breeze - In which she could just carry in chase, full and by: Royals, &c.
6. Strong Breeze - Single Reefs and T.G. Sails.
7. Moderate Gale - Double Reefs and Jib.
8. Fresh Gale - Triple Reefs, &c.
9. Strong Gale - Close Reefs and Courses.
10. Whole Gale - In which she could just bear close-reefed Main Topsail and reefed Foresail.
11. Storm - Under Storm Staysail.
12. Hurricane - Under Bare Poles.

Table 9. Wrecks and Casualties for Five Years, showing the NUMBER OF SHIPS, and distinguishing the Description of CERTIFICATES held by the Masters.

Year.	Ships commanded by Masters holding Certificates of Competency.			Ships commanded by Masters holding Certificates of Service.			Ships in Home and Coasting Trade, commanded by Masters not required to have Certificates.	Ships commanded by Foreigners not holding British Certificates.	Unknown.	Total.
	In Foreign Trade.	In Home Trade.	Total.	In Foreign Trade.	In Home Trade.	Total.				
1859	121	122	243	88	280	368	635	230	293	1,769
1860	94	168	262	52	321	373	578	228	236	1,677
1861	150	140	290	79	285	364	652	274	239	1,819
1862	164	157	321	84	264	348	720	266	172	1,827
1863	209	141	350	77	271	348	844	267	192	2,001

Table 10. Wrecks and Casualties for Five Years, showing the NUMBER OF SHIPS, distinguishing the Ships and Cargoes INSURED and UNINSURED, and the Amount of Insurance where known.

Years in which Casualties happened.	Number of Vessels and Cargoes reported to be Insured, and the Amount of Insurance.					Number of Vessels and Cargoes reported as not Insured.		Number of Vessels and Cargoes, whether Insured or not, unknown.		Vessels in Ballast.	Total.	* Out of the total number of Vessels and Cargoes lost or damaged, the estimated loss of the following only have been reported.				
	Vessels.		Cargoes.		Total Amount of Insurance.							Vessels.		Cargoes.		Total estimated Loss as reported.
	Number.	Amount.	Number.	Amount.		Vessels.	Cargoes.	Vessels.	Cargoes.			Number.	Amount.	Number.	Amount.	
		£		£	£								£		£	£
1859	591	667,032	89	101,612	768,644	329	178	849	1,223	279	1,769	907	532,147	294	221,860	754,007
1860	533	484,605	59	21,274	505,879	289	150	855	1,157	311	1,677	839	512,242	259	94,611	606,853
1861	744	926,471	123	151,524	1,077,995	325	199	750	1,188	309	1,819	1,230	780,144	443	223,901	1,004,045
1862	711	846,198	84	70,116	916,314	371	223	745	1,163	357	1,827	1,237	728,336	401	212,704	941,040
1863	717	688,820	92	30,957	719,777	362	198	922	1,328	383	2,001	1,240	659,431	355	327,436	986,867
Total - -	3,296	3,613,126	447	375,483	3,988,609	1,676	948	4,121	6,059	1,639	9,093	5,453	3,212,300	1,752	1,080,512	4,292,812

* *Note.*—The Figures given in this part of the Table depend on information furnished by the Officers of the ships at the time of the casualty, and are consequently but approximations.

Table 11. Wrecks and Casualties for Five Years, (excluding Collisions) which have involved TOTAL LOSS, distinguishing the Cause of each Loss.

Months in which Casualties happened.	Class I. Arising from Stress of Weather.										Class II. Arising from Inattention, Carelessness, and Neglect.					Class III. Arising from Defects in Ships or Equipments.					Class IV. Arising from various Causes.													Causes unknown.	Grand Total.
	Foundered.	Driven or run on a Sand or Lee Shore.	Parted Cables.	Dragged Anchors.	Damage to Hull or Rudder, or Loss of Masts, Yards, Sails, &c.	Shifting of Cargo or Ballast.	Missing Stays.	Failing to make Harbour, or stranding whilst entering.	Capsized.	Total of Class I.	Error, Neglect, or Incompetency of Master or Mate.	Error, Neglect, or Incompetency of Pilots.	Improper Stowage.	Not heaving Lead.	Total of Class II.	Foundered from Unseaworthiness.	Overladen.	Defective Charts, insufficient Manning, unsound Gear or Equipments, imperfect Repairs, or defective Construction.	Local Attraction and Defects of Compasses.	Total of Class III.	Thick and foggy Weather.	Leaky, &c. through heavy Seas.	Strong Currents or heavy Seas and light Winds.	Want of Lights or Buoys on Coasts and Shoals.	Want of Pilot.	Want of Power in Steam Tugs, or defective Tow Ropes.	Striking on sunken Wreck, &c.	Spontaneous Combustion.	Injured by Fire or Lightning.	Damage to Boilers or Machinery.	Accidental.	Combination of Causes.	Total of Class IV.		
January -	31	10	–	2	7	2	–	4	1	57	7	1	–	6	14	2	–	2	1	5	–	–	–	–	–	–	–	–	–	–	–	1	1	1	78
February -	1	–	–	1	3	–	–	1	–	6	3	–	–	1	4	1	–	–	–	1	3	1	1	–	–	–	1	–	–	–	–	–	6	1	18
March -	2	4	3	–	5	–	–	2	–	16	3	–	1	–	4	4	1	3	–	8	2	–	4	–	1	1	2	–	1	–	3	–	14	–	42
April - -	1	–	2	1	1	–	2	–	–	7	1	1	–	–	2	–	–	–	–	–	1	–	2	–	–	–	2	1	–	–	–	–	6	1	16
May - -	5	6	–	1	3	–	–	1	–	16	2	–	–	2	4	1	–	1	1	3	1	–	–	–	–	–	2	–	–	–	1	–	4	–	27
June -	1	–	3	–	1	–	1	–	–	6	2	–	–	–	2	2	–	–	–	2	1	1	1	–	–	–	–	–	–	1	–	4	–	14
July - -	1	–	1	–	–	–	–	–	–	2	5	1	–	–	6	1	–	1	–	2	1	1	1	–	–	–	–	–	–	–	–	3	1	14
August -	2	–	–	–	–	–	1	1	–	4	1	1	–	1	3	2	–	–	–	2	–	2	1	–	–	–	–	–	–	–	–	3	–	12
September -	5	2	2	–	–	–	–	1	–	10	1	–	1	–	2	1	–	–	–	1	–	1	–	–	–	–	1	–	–	–	–	2	2	17
October -	11	11	4	4	5	–	2	5	–	42	8	–	–	1	9	2	–	1	–	3	2	1	–	–	–	1	1	–	–	–	2	–	7	4	65
November -	17	6	2	2	1	–	3	–	–	31	6	–	–	2	8	1	–	–	1	2	2	–	–	–	–	–	1	–	1	–	1	–	5	3	49
December -	42	12	24	13	30	6	2	3	3	135	3	–	–	–	3	2	–	–	–	2	3	1	1	–	–	–	4	–	–	–	1	–	10	1	151
Total in 1863	119	51	41	24	56	8	11	18	4	332	42	4	2	13	61	19	1	8	3	31	16	8	11	–	1	2	14	1	2	–	9	1	65	14	503
Total in 1859	80	72	41	17	50	5	15	15	3	298	57	7	–	20	84	32	–	7	3	42	23	–	12	2	4	5	5	4	4	2	6	3	70	33	527
Total in 1860	53	73	45	35	39	5	10	11	7	278	74	8	–	21	103	39	2	2	6	49	17	–	7	–	2	5	2	1	1	–	2	3	40	6	476
Total in 1861	61	109	37	14	54	5	6	11	5	302	61	7	–	21	89	45	1	2	–	48	17	–	6	1	3	2	3	1	1	–	12	3	49	25	513
Total in 1862	60	41	48	18	40	5	10	17	3	242	42	6	–	24	72	13	1	5	6	25	27	15	20	1	1	–	7	–	–	–	18	7	96	20	455

Table 12. Wrecks and Casualties for Five Years, (excluding Collisions) which have involved PARTIAL LOSS, distinguishing the Cause of each Loss.

Months in which Casualties happened.	Class I. Arising from Stress of Weather.										Class II. Arising from Inattention, Carelessness, or Neglect.					Class III. Arising from Defects in Ships or Equipments.					Class IV. Arising from various Causes.														Causes unknown.	Grand Total.
	Leaky.	Driven or run on a Sand or Lee Shore.	Parted Cables.	Dragged Anchors.	Damage to Hull or Rudder, or Loss of Masts, Yards, Sails, &c.	Shifting of Cargo or Ballast.	Missing Stays.	Failing to make Harbour, or stranding whilst entering.	Capsized.	Total of Class 1.	Error, Neglect, or Incompetency of Master or Mate.	Error, Neglect, or Incompetency of Pilots.	Improper Stowage.	Not heaving Lead.	Total of Class 2.	Leaky from Unseaworthiness.	Overladen.	Defective Charts, insufficient Manning, unsound Gear or Equipments, imperfect Repairs, or defective Construction.	Local Attraction and Defects of Compasses.	Total of Class 3.	Thick and foggy Weather.	Leaky, &c. through heavy Seas.	Strong Currents or heavy Seas and light Winds.	Want of Lights or Buoys on Coasts and Shoals.	Want of Pilot.	Want of Power in Steam Tugs, or defective Tow Ropes.	Striking on sunken Wreck, &c.	Spontaneous Combustion.	Injured by Fire or Lightning.	Damage to Boilers or Machinery.	Accidental.	Combination of Causes.	Total of Class 4.		
January -	10	5	17	11	21	1	1	4	–	70	5	2	–	4	11	1	1	2	–	4	4	1	–	–	–	–	1	–	–	–	3	2	11	–	96
February -	2	2	–	–	5	–	–	4	–	13	5	1	–	6	12	1	–	2	–	3	4	6	5	–	–	–	–	–	–	–	2	–	17	1	46
March -	1	3	1	–	13	2	–	5	–	25	4	3	–	1	8	–	1	–	–	1	–	2	3	–	–	1	1	2	1	–	1	–	11	2	47
April -	5	–	1	1	5	2	1	–	–	15	5	–	–	1	6	–	–	2	–	2	3	1	1	–	–	–	1	1	1	–	1	–	9	–	32
May -	2	–	1	1	8	–	–	–	–	12	6	2	–	1	9	1	–	1	–	2	–	–	1	–	–	–	1	–	–	–	–	–	2	2	27
June -	1	2	–	–	4	–	–	3	–	10	4	–	–	2	6	1	–	1	1	3	–	–	1	–	–	–	1	–	–	–	–	–	2	–	21
July - -	–	1	–	–	5	–	–	–	–	6	2	1	–	1	4	–	–	1	–	1	1	3	2	–	–	–	–	–	–	–	1	–	7	–	18
August -	–	1	1	–	10	–	1	1	–	14	4	1	–	1	6	1	–	–	–	1	1	2	4	–	–	–	–	–	–	–	3	–	10	–	31
September -	11	6	3	1	13	–	1	1	–	36	7	1	–	1	9	1	1	1	–	3	2	2	1	–	–	–	1	–	–	1	4	–	11	–	59
October -	11	8	8	8	33	2	1	4	–	75	15	1	–	2	18	3	–	2	–	5	2	4	2	–	–	–	1	–	–	–	2	–	11	–	109
November -	12	4	8	2	26	2	–	4	–	58	11	2	–	1	14	1	–	–	–	1	3	5	1	1	1	1	–	–	–	–	2	–	14	2	89
December -	25	12	30	28	101	14	–	6	–	216	8	3	–	1	12	1	–	3	–	4	7	2	–	1	–	–	1	–	–	–	9	1	21	2	255
Total in 1863	80	44	70	52	244	23	5	32	–	550	76	17	–	22	115	11	3	15	1	30	27	28	21	2	1	2	8	3	2	1	28	3	126	9	830
Total in 1859	101	19	32	23	103	5	13	10	2	308	69	10	–	18	97	20	–	16	6	42	39	–	11	2	–	9	7	2	1	1	13	3	88	5	540
Total in 1860	56	42	41	28	156	17	9	16	2	367	80	14	–	16	110	14	4	23	8	49	26	–	7	3	6	–	10	1	1	1	12	5	72	7	605
Total in 1861	87	73	35	28	165	7	15	11	3	424	63	17	1	21	102	30	2	23	1	56	25	–	7	4	1	4	7	3	4	2	17	1	75	1	658
Total in 1862	59	17	45	43	182	18	7	13	2	386	77	11	–	27	115	16	5	12	9	42	30	46	13	2	10	2	7	1	1	–	26	6	144	8	695

Table 13. Wrecks and Casualties for Five Years, arising from COLLISIONS which have involved TOTAL LOSS, distinguishing the Causes of the Collisions,

Months in which Casualties happened.	Parting Cables, Dragging Anchors, Breaking Sheer, and Fouling.	Missing Stays.	Anchoring in Foul Berth.	Want of Sea Room.	Thick and Foggy Weather.	Bad Look-out.	Neglecting to show proper Light.	Neglect or Misapplication of Rule of Road at Sea.	Error of Pilot.	Want of Seamanship.	General Negligence and want of Caution.	Inevitable Accident.	Error in Judgment.	Cause unknown.	Total.
January -	1	–	–	–	1	2	3	5	–	–	–	–	–	–	12
February -	–	–	–	–	–	1	–	2	–	1	1	–	–	–	5
March - -	–	–	–	–	–	1	–	–	–	–	–	–	1	1	3
April - -	–	–	–	–	1	2	–	1	–	–	–	1	–	–	5
May - -	–	–	–	–	1	–	–	3	–	–	–	–	–	1	5
June - -	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
July - -	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
August -	–	1	–	–	–	1	–	1	–	–	1	–	–	–	4
September -	–	–	–	–	1	2	1	1	–	–	–	1	–	1	7
October -	2	–	–	–	–	1	2	1	–	–	–	–	–	–	6
November -	1	–	–	–	1	1	2	2	–	–	–	2	–	–	9
December -	3	1	–	–	–	3	–	–	–	1	–	–	1	1	10
Total in 1863	7	2	–	–	5	14	8	16	–	2	2	4	2	4	66
Total in 1859	2	–	–	–	7	18	5	12	–	1	2	8	–	3	58
Total in 1860	2	1	–	–	2	19	5	12	1	2	5	9	2	5	65
Total in 1861	1	–	–	1	2	20	11	18	–	1	2	3	1	2	62
Total in 1862	3	–	–	1	4	18	4	22	1	–	4	5	3	1	66

Table 14. Wrecks and Casualties for Five Years, arising from COLLISIONS involving PARTIAL LOSS, distinguishing the Causes of the Collisions.

Months in which Casualties happened.	Parting Cables, Dragging Anchors, Breaking Sheer, and Fouling	Missing Stays.	Anchoring in Foul Berth.	Want of Sea Room.	Thick and Foggy Weather.	Bad Look-out.	Neglecting to show proper Light.	Neglect or Misapplication of Rule of Road at Sea.	Error of Pilot.	Want of Seamanship.	General Negligence and want of Caution.	Inevitable Accident.	Error in Judgment.	Cause unknown.	Total.
January -	14	1	1	1	–	5	–	6	–	2	4	6	3	–	43
February -	1	–	–	–	–	5	2	9	–	2	3	2	2	–	26
March - -	–	–	–	–	–	4	–	3	–	–	1	1	2	1	12
April - -	–	–	–	1	–	5	–	4	–	1	–	1	–	–	12
May - -	1	–	1	–	1	–	–	1	–	–	–	1	4	–	9
June - -	–	–	–	–	–	2	1	–	–	–	–	–	2	–	5
July - -	–	–	–	–	–	1	1	1	–	2	1	1	–	–	7
August -	–	–	–	–	1	3	–	3	–	2	3	3	3	–	18
September -	3	–	1	–	–	5	–	4	–	2	4	2	2	1	24
October -	6	1	–	1	–	7	–	4	1	–	–	4	5	1	30
November -	7	–	–	–	2	2	–	7	–	2	4	3	1	1	29
December -	17	1	–	1	–	3	1	6	–	–	1	11	7	2	50
Total in 1863	49	3	3	4	4	42	5	48	1	13	21	35	31	6	265
Total in 1859	23	3	1	4	17	65	15	66	1	5	20	41	25	5	291
Total in 1860	32	1	7	4	11	52	13	30	2	16	26	21	11	7	233
Total in 1861	19	5	4	2	19	54	18	47	1	11	33	28	13	7	261
Total in 1862	43	2	5	12	14	55	11	63	3	6	12	19	18	9	272

Table 15. SUMMARY of Tables 11, 12, 13, and 14.

—	Collisions.					Total.	Annual Average.	Casualties other than Collisions.					Total.	Annual Average.
	1859	1860	1861	1862	1863			1859	1860	1861	1862	1863		
Casualties involving **total** loss -	58	65	62	66	66	317	63⅖	527	476	513	455	503	2,474	494⅘
Casualties involving **partial** loss -	291	233	261	272	265	1,322	264⅖	540	605	658	695	830	3,328	665⅗
TOTAL CASUALTIES	349	298	323	338	331	1,639	327⅘	1,067	1,081	1,171	1,150	1,333	5,802	1,160⅖

—	Total Casualties.					Total.	Annual Average.
	1859	1860	1861	1862	1863		
Casualties involving **total** loss -	585	541	575	521	569	2,791	558⅕
Casualties involving **partial** loss -	831	838	919	967	1,095	4,650	930
TOTAL CASUALTIES	1,416	1,379	1,494	1,488	1,664	7,441	1,488⅕

Table 16. Wrecks and Casualties arising from COLLISION, distinguishing the TIME and the STATE OF THE WEATHER when each Collision happened.

Month in which Casualties happened.	TIME.																		Gross Total.
	Between 6 A.M. and 6 P.M.									Between 6 P.M. and 6 A.M.									
	Dark.	Dark and Clear.	Very Dark.	Hazy.	Cloudy.	Thick and Foggy.	Clear and Fine.	Squally or unknown.	Total.	Dark.	Dark and Clear.	Very Dark.	Hazy.	Cloudy.	Thick and Foggy.	Clear and Fine.	Squally or unknown.	Total.	
January - - -	1	–	–	2	1	–	9	7	20	1	–	1	2	2	7	9	13	35	55
February - - -	–	–	–	1	–	1	9	1	12	1	1	1	3	2	–	8	3	19	31
March - - - -	–	–	–	–	2	1	1	1	5	–	1	–	1	–	–	8	–	10	15
April - - - -	–	–	–	–	–	–	4	–	4	–	–	–	1	2	3	5	2	13	17
May - - - -	–	–	–	–	2	2	3	–	7	1	–	–	1	2	–	2	1	7	14
June - - -	–	–	–	–	–	–	1	1	2	–	–	–	–	–	–	2	1	3	5
July - - - -	–	–	–	–	–	–	3	–	3	–	–	–	–	–	–	3	1	4	7
August - - -	–	–	–	–	1	1	6	2	10	–	–	–	–	1	2	4	5	12	22
September - - -	–	–	–	–	3	–	4	4	11	2	–	3	1	4	2	5	3	20	31
October - - -	–	–	–	1	–	–	8	6	15	–	–	–	2	3	3	7	6	21	36
November - - -	–	–	–	1	2	1	5	7	16	2	–	–	2	3	4	5	6	22	38
December - - -	–	–	–	1	1	1	7	20	30	4	–	1	3	5	–	8	9	30	60
Total in 1863 - -	1	–	–	6	12	7	60	49	135	11	2	6	16	24	21	66	50	196	331
Total in 1859 - -	1	1	–	5	10	15	62	22	116	12	8	1	26	29	45	87	25	233	349
„ 1860 - -	2	–	–	4	6	13	42	19	86	16	6	7	20	21	26	81	35	212	298
„ 1861 - -	–	–	–	2	10	13	42	27	94	10	–	–	23	34	34	87	41	229	323
„ 1862 - -	–	–	–	5	13	14	49	21	102	15	–	6	15	19	47	92	42	236	338

Table 17. WRECKS and CASUALTIES arising from COLLISION during the Years 1850 to 1863, inclusive; both Vessels under Way from those happening with

Month.	Hour at which Sun rises and sets.	Collision between Two Steam Vessels.												Collision between Two Sailing Vessels.											
		Both under Way.						One under Way and One at Anchor.						Both under Way.						One under Way and One at Anchor.					
		1850	1851	1852	1853	1854	1855	1850	1851	1852	1853	1854	1855	1850	1851	1852	1853	1854	1855	1850	1851	1852	1853	1854	1855
January	—	–	–	–	–	–	1	–	–	–	–	–	–	2	17	3	12	10	9	1	5	–	1	1	2
February	—	–	–	–	–	–	–	–	–	–	–	–	–	2	12	9	13	7	7	–	–	1	–	–	–
March	—	–	–	–	–	–	–	–	–	–	–	–	–	5	9	2	3	3	8	–	1	–	–	–	2
April	—	–	–	–	–	1	1	–	–	–	–	–	–	1	6	4	8	9	13	–	1	2	–	–	1
May	—	–	1	–	–	–	–	–	–	–	–	–	–	2	3	1	3	1	10	–	–	–	1	–	1
June	—	–	–	–	–	–	–	–	–	–	–	–	–	–	2	1	1	1	5	–	–	–	–	–	1
July	—	–	–	1	–	–	–	–	–	–	–	–	–	–	1	2	2	1	10	–	–	–	–	–	3
August	—	–	–	–	–	1	–	–	–	–	–	–	–	1	2	4	2	5	9	–	–	1	–	–	1
September	—	–	–	–	–	–	1	–	–	–	–	–	–	2	11	11	4	3	9	–	–	–	–	–	–
October	—	–	–	–	–	–	2	–	–	–	–	–	–	2	13	7	3	14	15	–	–	2	1	–	2
November	—	–	–	–	–	–	–	–	–	–	–	–	–	6	35	8	3	15	36	–	–	3	–	–	2
December	—	–	1	1	1	–	1	–	–	–	–	–	–	2	13	9	7	8	41	–	3	–	–	1	6
		–	2	2	1	2	6	–	–	–	–	–	–	25	124	61	61	77	172	1	10	9	3	2	21

(*Continued.*)

Month.	Hour at which Sun rises and sets.	Collision between Two Steam Vessels.																							
		Both under Way.										One under Way and One at Anchor.													
		1856		1857		1858		1859		1860		1856		1857		1858		1859		1860					
		Day.	Night.	Day.	Night.	Day.	Night.	Day.	Night.	Day.	Night.	Day.	Night.	Day.	Night.	Day.	Night.	Day.	Night.	Day.	Night.				
January	{8.8 / 4.0}	–	–	–	2	–	1	–	–	–	1	–	–	–	–	–	–	–	–	–	–				
February	{7.42 / 4.46}	–	1	–	–	–	–	1	–	–	–	–	–	–	–	–	–	–	–	–	–				
March	{6.48 / 5.39}	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–				
April	{5.36 / 6.33}	–	–	–	–	–	1	–	–	–	–	–	–	–	–	–	–	–	–	–	–				
May	{4.33 / 7.22}	–	–	1	–	–	1	–	–	1	–	–	–	–	–	–	–	–	–	–	–				
June	{3.52 / 8.5}	–	–	–	–	–	1	–	–	–	–	–	–	–	–	–	–	–	–	–	–				
July	{3.50 / 8.17}	–	1	–	–	1	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–				
August	{4.26 / 7.45}	1	–	–	1	–	1	–	–	–	–	–	–	–	–	–	–	–	–	–	–				
September	{5.15 / 6.44}	1	1	–	1	–	1	–	–	–	–	–	–	–	–	–	–	–	–	–	–				
October	{6.2 / 5.36}	–	–	1	–	1	–	–	–	–	–	–	–	1	–	–	–	–	–	–	–				
November	{6.56 / 4.31}	–	–	–	–	–	1	–	–	–	–	–	–	–	–	–	–	–	–	–	–				
December	{7.45 / 3.52}	–	1	–	1	–	1	–	2	1	–	–	–	–	–	–	–	–	–	–	–				
		2	4	2	5	2	8	1	2	2	1	–	–	–	1	–	–	–	–	–	–				
		6		7		10		3		3		–		1		–		–		–					

Month.	Hour at which Sun rises and sets.	Collision between Two Sailing Vessels.																							
		Both under Way.										One under Way and One at Anchor.													
		1856		1857		1858		1859		1860		1856		1857		1858		1859		1860					
		Day.	Night.	Day.	Night.	Day.	Night.	Day.	Night.	Day.	Night.	Day.	Night.	Day.	Night.	Day.	Night.	Day.	Night.	Day.	Night.				
January	{8.8 / 4.0}	1	18	3	13	–	12	1	18	–	11	–	–	4	5	–	3	3	5	3	8				
February	{7.42 / 4.46}	1	15	2	8	2	10	8	21	1	12	–	2	–	1	1	5	6	15	4	4				
March	{6.48 / 5.39}	1	18	3	16	5	13	5	16	4	8	4	5	–	–	1	8	4	4	1	–				
April	{5.36 / 6.33}	4	12	–	9	3	6	3	9	1	3	–	2	2	1	–	1	4	3	2	1				
May	{4.33 / 7.22}	1	17	3	3	4	1	2	2	4	7	1	–	–	–	1	1	–	2	1	1				
June	{3.52 / 8.5}	2	2	3	4	1	–	6	2	3	8	3	–	–	–	–	1	–	–	1	1				
July	{3.50 / 8.17}	2	5	3	5	8	4	1	3	2	2	–	–	–	–	2	–	–	1	–	–				
August	{4.26 / 7.45}	1	3	4	11	–	10	3	3	5	4	–	1	–	–	–	2	3	1	2	3				
September	{5.15 / 6.44}	2	8	4	9	5	13	5	8	1	12	–	–	1	1	–	1	4	3	1	–				
October	{6.2 / 5.36}	–	23	2	16	2	17	2	26	–	14	1	1	–	1	3	3	–	3	–	3				
November	{6.56 / 4.31}	3	19	–	13	1	14	5	18	9	19	3	7	–	2	1	3	3	–	1	3				
December	{7.45 / 3.52}	4	17	6	13	5	13	2	13	1	11	–	5	3	3	1	5	–	7	1	5				
		22	157	33	120	36	113	43	139	31	111	12	23	10	14	10	33	27	44	17	29				
		179		153		149		182		142		35		24		43		71		46					

(*Continued.*)

Month.	Hour at which Sun rises and sets.	Collision between Two Steam Vessels.												Collision between Two Sailing Vessels.											
		Both under Way.						One under Way and One at Anchor.						Both under Way.						One under Way and One at Anchor.					
		1861		1862		1863		1861		1862		1863		1861		1862		1863		1861		1862		1863	
		Day.	Night.	Day.	Night.	Day.	Night.	Day.	Night.	Day.	Night.	Day.	Night.	Day.	Night.	Day.	Night.	Day.	Night.	Day.	Night.	Day.	Night.	Day.	Night.
January	{8.8 / 4.0}	—	—	—	1	—	—	—	—	—	—	—	—	3	20	1	20	3	16	2	5	1	—	7	9
February	{7.42 / 4.46}	—	—	—	—	1	—	—	—	—	—	—	—	5	21	4	16	5	12	2	2	2	1	1	2
March	{6.48 / 5.39}	—	—	—	2	—	—	—	—	—	—	—	—	1	15	3	10	3	8	4	3	—	2	2	1
April	{5.36 / 6.33}	—	—	—	—	—	—	—	—	—	—	—	—	9	11	1	15	4	6	—	1	—	—	—	2
May	{4.33 / 7.22}	—	—	—	—	—	—	—	—	—	—	—	—	4	5	2	6	6	3	3	1	1	1	2	1
June	{3.52 / 8.5}	—	—	—	—	—	1	—	—	—	—	—	—	1	—	4	9	1	1	—	—	—	—	1	1
July	{3.50 / 8.17}	—	—	1	—	—	—	—	—	—	—	—	—	3	5	4	9	4	1	—	—	—	—	—	—
August	{4.26 / 7.45}	—	—	—	—	—	—	—	—	—	—	—	—	5	12	3	7	9	5	1	3	1		1	3
September	{5.15 / 6.44}	—	—	1	—	—	1	—	—	—	—	—	—	—	5	2	12	4	8	1	6	1	—	1	3
October	{6.2 / 5.36}	—	—	—	1	—	—	—	—	—	—	—	—	3	10	5	20	8	12	—	3	3	5	—	5
November	{6.56 / 4.31}	—	1	1	2	—	—	—	—	—	—	—	—	9	22	7	11	2	14	6	12	4	4	2	4
December	{7.45 / 3.52}	—	2	—	2	—	—	—	—	—	—	—	—	1	16	4	15	3	13	3	4	3	3	5	8
		—	3	3	8	1	2	—	—	—	—	—	—	44	142	40	150	52	99	22	40	16	16	22	39
		3		11		3		—		—		—		186		190		151		62		32		61	

NOTE.—The Collisions during the Day in 1850 to 1855 cannot be separated from those

distinguishing Collisions by Day from Collisions by Night, and further distinguishing Collisions happening with One Vessel at Anchor and the other under Way.

Collision between a Steam Vessel and a Sailing Vessel.																		Vessels breaking sheer from Anchors or Moorings, and coming into collision.						Total in each Year.						Gross Total.
Both under Way.						Steam Vessel under Way and Sailing Vessel at Anchor.						Sailing Vessel under Way and Steam Vessel at Anchor.																		
1850	1851	1852	1853	1854	1855	1850	1851	1852	1853	1854	1855	1850	1851	1852	1853	1854	1855	1850	1851	1852	1853	1854	1855	1850	1851	1852	1853	1854	1855	
2	–	2	1	1	4	–	–	1	–	1	1	–	–	–	–	–	–	–	5	–	–	1	–	5	27	6	14	14	17	83
1	–	1	1	1	–	–	–	–	–	–	–	–	–	–	–	–	–	1	–	–	–	–	2	4	12	11	14	8	9	58
–	3	–	2	2	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	2	5	13	2	5	5	12	42
–	1	2	1	–	3	–	–	1	–	–	–	–	–	–	–	–	–	–	–	–	1	–	–	1	8	10	9	10	18	56
–	–	–	–	2	2	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	2	4	1	4	3	13	27
–	–	1	–	–	4	–	2	–	–	1	–	–	–	–	–	–	–	–	–	–	–	–	–	–	4	2	1	2	10	19
–	–	–	–	1	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	1	3	2	2	13	21
1	2	–	2	1	4	–	1	–	–	–	1	–	–	–	–	–	–	–	–	–	–	–	–	2	5	5	4	7	15	38
–	3	1	–	1	9	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	2	14	12	4	4	19	55
–	1	1	3	3	3	–	–	–	–	–	1	–	–	–	–	–	–	–	–	–	–	–	–	2	14	10	7	17	23	73
–	2	–	1	1	6	–	–	–	1	–	1	–	–	–	–	–	–	–	1	–	–	–	–	6	38	11	5	16	45	121
–	3	–	3	–	5	–	–	–	–	1	–	–	–	–	–	–	–	–	1	–	–	–	–	2	21	10	11	10	53	107
4	15	8	14	13	40	–	3	2	1	3	4	–	–	–	–	–	–	1	7	1	–	1	4	31	161	83	80	98	247	700

Collision between a Steam Vessel and a Sailing Vessel.																						Vessels breaking from Anchors or Moorings, and coming into collision.									
Both under Way.										Steam Vessel under Way and Sailing Vessel at Anchor.										Sailing Vessel under Way and Steam Vessel at Anchor.											
1856		1857		1858		1859		1860		1856		1857		1858		1859		1860		1856		1857		1858		1859		1860			
Day.	Night.	Day.	Night.	Day.	Night.	Day.	Night.	Day.	Night.	Day.	Night.	Day.	Night.	Day.	Night.	Day.	Night.	Day.	Night.	Day.	Night.	Day.	Night.	Day.	Night.	Day.	Night.	Day.	Night.		
–	11	1	8	–	5	2	6	–	4	–	–	–	2	–	1	–	1	–	2	–	–	–	–	–	–	–	–	–	–	–	–
–	8	1	3	1	5	1	7	–	5	–	–	–	–	1	–	–	1	–	–	–	–	–	–	–	–	–	1	–	–	–	–
–	1	4	3	2	4	–	8	1	1	1	–	–	–	–	1	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
2	1	1	6	–	3	1	1	1	4	–	–	1	2	–	–	–	–	1	–	–	–	–	–	1	–	–	1	–	–	–	–
–	3	1	1	2	2	1	–	1	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
2	2	1	2	–	1	–	–	–	–	–	1	1	–	–	2	1	–	–	1	–	–	–	–	–	–	–	–	–	–	–	–
2	1	–	–	–	3	2	3	4	1	–	2	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
–	1	2	8	–	2	–	2	5	1	1	–	–	–	–	–	–	–	1	1	–	–	–	–	–	–	–	–	–	–	–	–
1	5	1	6	–	4	1	3	1	3	–	–	–	–	–	3	–	–	1	–	–	–	–	–	–	–	1	–	–	–	–	–
–	5	–	7	1	13	1	6	1	3	2	–	–	1	–	–	–	2	–	–	–	–	–	–	–	–	–	–	–	–	–	–
–	8	1	5	3	2	–	5	1	5	–	–	–	1	–	1	–	1	1	1	–	–	–	–	–	–	–	–	–	–	–	–
–	5	–	4	1	8	1	5	–	3	–	2	–	1	–	3	–	1	–	1	–	–	–	–	–	–	1	–	–	–	–	–
7	51	13	53	10	52	10	46	15	30	4	5	2	7	1	11	1	6	4	6	–	–	–	–	1	–	–	4	–	–		
58		66		62		56		45		9		9		12		7		10		–		–		1		4		–			
																														10	19
																														3	14
																														5	19
																														10	16
																														25	27
																								29		17		24		26	
																														52	

Collision between a Steam Vessel and a Sailing Vessel.														Vessels breaking from Anchors or Moorings, and coming into collision.						Total in each Year.												Gross Total.
Both under Way.						Steam Vessel under Way and Sailing Vessel at Anchor.				Sailing Vessel under Way and Steam Vessel at Anchor.																							
1861		1862		1863.		1861		1862		1863		1861		1862		1863		1856		1857		1858		1859		1860		1861		1862		1863			
Day.	Night.	Day.	Night.	Day.	Night.	Day.	Night.	Day.	Night.	Day.	Night.	Day.	Night.	Day.	Night.	Day.	Night.	Day.	Night.	Day.	Night.	Day.	Night.	Day.	Night.	Day.	Night.	Day.	Night.	Day.	Night.	Day.	Night.		
–	3	2	5	–	5	–	1	–	2	–	–	–	1	–	–	–	–	–	3	–	2	4	11	1	31	8	34	–	25	7	30	5	33	5	33	4	30	14	41	44	257
1	–	2	3	2	4	–	1	–	1	–	4	–	–	–	–	–	–	1	3	–	1	–	–	2	27	3	12	5	22	18	48	12	23	9	27	8	22	9	22	66	203
–	4	1	2	–	1	–	–	1	–	–	–	–	–	–	–	–	–	1	–	–	–	–	–	7	24	7	23	10	28	10	31	8	10	6	22	5	16	5	10	58	164
–	3	1	1	1	4	–	–	–	–	–	–	–	–	–	–	–	–	1	–	–	–	–	–	8	15	4	18	4	12	9	15	6	10	10	15	2	16	5	12	48	113
–	1	–	2	–	1	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	1	–	2	21	5	4	7	7	3	4	12	8	7	7	3	9	9	5	48	65
1	1	–	1	–	–	–	–	–	–	–	–	–	–	–	–	–	–	1	–	2	1	–	–	7	6	7	6	1	6	7	2	5	10	3	1	6	11	2	3	38	45
–	3	–	4	1	–	–	–	–	–	–	–	–	–	–	1	–	–	–	–	–	–	–	–	4	9	3	5	11	7	3	7	7	3	3	8	5	13	6	1	42	53
–	1	1	1	3	1	–	–	1	–	–	–	–	–	–	–	–	–	1	2	–	–	–	–	4	5	6	20	–	15	7	6	16	12	7	18	6	8	13	9	59	93
–	4	3	2	2	6	–	3	–	–	–	1	–	–	–	–	–	–	–	3	–	–	3	2	4	15	6	17	5	22	10	16	4	17	1	21	7	14	10	21	47	143
–	3	–	6	–	1	–	2	–	1	–	–	–	–	–	–	–	–	1	–	7	17	4	6	4	29	3	30	9	35	5	42	3	21	4	18	15	50	12	24	55	249
3	5	1	3	1	4	1	1	–	–	–	–	–	–	–	–	–	1	1	2	5	1	4	6	9	44	2	21	6	24	10	27	13	37	20	43	18	21	9	29	87	246
–	4	–	5	2	4	–	1	–	–	–	–	–	–	–	–	–	–	1	3	5	12	11	14	5	33	9	25	7	33	3	29	3	20	5	30	12	37	21	39	65	245
5	32	11	35	12	31	1	9	2	4	–	5	–	1	–	–	1	1	8	16	19	34	27	39	57	259	63	214	65	236	92	257	94	204	80	243	91	247	115	216	657	1876
37		46		43		10		6		5		1		–		2		21		53		66		316		277		301		349		298		323		338		331		2533	

which happened at Night, in consequence of the Inaccuracy of the Returns.

Table 18. List of SANDS and ROCKS upon which Vessels were Stranded in the Five Years 1859 to 1863 inclusive.

Name of Rock or Sand.	1859.	1860.	1861.	1862.	1863.
Aberfraw Bank, Anglesea	–	–	1	–	–
Abertay Sand, Forfarshire	1	–	2	1	–
Ailsa Craig, Ayrshire	–	–	1	–	–
Airds Bank, Dumfries	–	1	–	–	–
Andrews Sand, Harwich	–	–	–	–	1
Annat Bank, River Esk	–	1	–	–	1
Arklow Bank, off Wicklow	2	4	–	2	2
Arranman's Barrels, Argyleshire	1	1	1	1	–
Bahama Bank, Isle of Man	2	–	–	–	–
Banks Rocks, Isle of Man	–	1	–	–	–
Barber Sand, Norfolk	1	6	1	4	1
Bar Flat, Lynn Deep	–	1	–	–	–
Barn Scar, Cumberland	–	–	1	–	–
Barnard Sand, off Kessingland	–	–	1	2	3
Barnard Wharf Sand, Fleetwood	–	3	1	2	–
Barnaugh Island, county Mayo	–	1	–	–	–
Barrow Sand, Essex	1	1	1	6	2
Barry Sand, Forfarshire	–	1	–	–	–
Barry Island, Glamorganshire	1	–	–	–	–
Bay Sand, Wisbeach	–	–	1	–	–
Beasts of Holm, Stornoway	–	–	1	–	–
Bennets Bank, Dublin Bay	–	–	1	–	–
Berrow Bay Sands, Somerset	–	–	1	–	–
Beacon Rocks, Leith	–	–	–	1	–
Beacon Rock, Hartlepool	–	–	1	–	–
Beimar Rock, Ifeshire	–	–	–	1	1
Bendrick Rock, Ilfracombe	–	1	–	–	–
Bembridge Ledge, Isle of Wight	–	–	–	–	1
Belhaven Rocks, Haddingtonshire	–	1	–	–	–
Beggars Patch, Cheshire	–	–	–	–	1
Bink Sand, off Wells	1	–	–	–	–
Black Shore Sand, Norfolk	–	1	–	–	–
Black Horse Rock, Crookhaven	–	1	–	–	–
Black Rock Sand, Louth	–	–	–	1	–
Black Tail Spit, Essex	–	2	–	1	1
Black Rock, Ayrshire	–	1	–	–	–
Black Rock, Falmouth	–	–	–	1	–
Black Rock, Dundalk Bay	1	–	–	–	–
Black Rock, Wick	–	–	–	1	–
Black Rock, Campbeltown	–	1	–	–	–
Black Rock, Galway	1	–	–	–	1
Black Rock, Leith	1	–	–	–	–
Black Rock, Sound of Islay	–	1	–	–	1
Black Rock, near Fifeness	1	–	–	–	–
Blackwater Bank, Wexford	2	3	3	1	–
Blakeney Sands, Norfolk	3	–	2	6	4
Blackhall Rocks, Durham	1	1	1	–	–
Blasquet Rocks, county Kerry	–	1	–	–	–
Boulder Bank, Sussex	1	1	–	1	1
Boich Head Rocks, Fraserburgh	–	2	–	–	–
Boase Rocks, Cornwall	–	–	1	–	–
Boulmer Steel, Northumberland	–	2	2	2	–
Bondcar Buss Rock, Hauxley, Northumberland.	–	–	–	1	–
Bran Sand, River Tees	–	7	1	–	1
Brake Sand, Kent	1	–	–	1	–
Brazil Bank, Liverpool	1	–	2	1	1
Braunton Sands, Devon	2	–	–	1	1
Breaksea Sand, Glamorganshire	–	–	2	1	–
Briggs Reef, Groomsport, county Down.	–	1	2	–	–
Briggs Rocks, Fifeshire	–	–	1	–	–
Briggs Rocks, near Inchkeith	–	–	–	–	1
Bricanes Point, Wexford	–	–	–	–	1
Brist Rock, near Girvan	1	–	1	1	–
Broad Carr Rocks, off Cresswell, Northumberland.	–	1	–	–	–
Brethren Rocks, Lerwick	1	–	–	–	–
Brys Rock, Belfast Lough	1	–	–	–	–
Bungar Bank, Sligo	1	–	–	–	–
Burnet Wharf, Fleetwood	–	1	–	–	–
Butter Lump Rock, county Down	1	–	–	–	–
Buck Rock, Cornwall	–	1	–	–	–
Burbo Bank, River Mersey	1	1	2	–	6
Burcum Sand, River Humber	1	–	1	–	–
Burnham Flat, Norfolk	2	–	–	–	–
Burrows Sand, Swansea	1	–	–	–	–
Buxey Sand, Essex	–	–	–	–	2
Caistor Shoal, Norfolk	1	1	–	–	3
Cant Sand, Essex	1	–	–	–	–
Cardiff Sands, Glamorganshire	2	–	–	–	–
Cannon Rock, county Down	–	–	3	3	1
Carrig Rocks, Greenore Point, county Wexford.	–	1	1	–	–
Carrig Rocks, Bearhaven	1	–	–	–	–
Carrig Rocks, Isle of Man	1	–	–	–	1
Castellcock Rocks, Pembrokeshire	–	1	–	–	–
Cairnbulg Briggs, Frazerburgh	–	–	–	1	–
Cefn Sedan Sands, Carmarthen	2	–	–	–	–
Cheese Rock, Menai Straits	–	1	–	–	–
Chesil Beach, Dorset	1	1	–	–	1
Children's Rock, Cornwall	–	–	–	–	2
Chit Rock, Sidmouth	–	1	–	–	–
Clestrain Skerries, near Stromness	–	1	–	–	–
Cleeness Sands, Lincolnshire	–	1	1	–	1
Clonchan Rocks, Whitehead, county Antrim.	–	1	–	–	–
Clarks Wharf Sand, Morecambe Bay	1	–	–	–	–
Cleat Rock, Hoy Sound, Galway	1	–	–	–	–
Clare Island, county Mayo	1	–	–	–	–
Clachlan Rock, Isle of Arran	1	–	–	–	–
Coberon Rock, near Broadstairs	–	–	1	–	–
Cork Sand, Essex	1	1	–	–	–
Columbine Bank, Whitstable	–	–	1	1	–
Conger Rocks, Bristol Channel	–	–	1	–	–
Cow and Calf Rocks, Dundrum Bay	1	–	1	–	–
Conacosteen Rocks, Cork	–	–	–	1	–
Conister Rocks, Douglas	–	–	–	1	1
Cockle Sand, Norfolk	3	1	1	1	–
Cowleaze Chine, Isle of Wight	–	–	–	1	–
Coal Rock, Anglesea	–	–	–	1	–
Coll Island, Argyleshire	–	1	1	–	1
Conchniel Reef, county Clare	–	1	–	–	–
Coomb Rocks, Start Bay	1	–	–	–	–
Copeland Islands, county Down	1	–	–	–	–
Corton Sand, Suffolk	3	2	3	6	1
Cross Sand, Yarmouth	1	–	6	4	8
Croft Bank Rock, Hartlepool	1	–	–	–	–
Crab Island, county Clare	1	–	–	–	–
Crab Rocks, Isle of Wight	1	–	–	–	–
Craig Rock, Ballywalter, county Down.	–	–	1	–	–
Crow Rock, Pembrokeshire	–	–	–	1	–
Cramond Island, Frith of Forth	1	–	–	–	–
Craig Island, near Mull, Argyleshire	–	–	–	1	–
Cruden Scar, near Peterhead	–	–	–	1	–
Croyde Sands, N. Devon	–	–	–	1	–
Currawnbee Bank, Sligo	1	–	–	–	–
Cutler Sand, Suffolk	–	–	–	2	–
Custom House, Limerick	–	–	–	1	–
Cymmaren Rocks, Carnarvon Bay	–	–	–	1	–
Dasetly Sands, Lynn Deeps	1	–	–	–	–
Devar Island, Campbeltown	–	–	–	–	1
Dirleton Sands, Haddingtonshire	–	–	1	–	–
Docking Sand, Lincolnshire	–	–	–	–	1
Dowsing Sand, Lincolnshire	–	1	1	–	–
Dog Head Sands, Skegness	–	1	–	–	–
Dogger Bank, Wexford	–	2	–	–	1
Drake's Island, Plymouth	–	1	–	–	–
Dudgeon Sand, Norfolk	–	2	–	–	–
Dunnet Sands, Caithness	1	1	–	–	–
Duddon Bank, off Fleetwood	–	1	–	–	–
Dulas Island, Anglesey	–	1	–	–	1
Dunball Sands, River Parrett	–	–	–	–	1
Dursey Island, county Cork	–	–	–	1	–
Dutchman's Bank, Anglesea	–	–	1	–	–
Eagle Rock, Ardrossan	–	–	–	1	–
Eagleshay Island, Orkneys	1	–	–	–	–
East Pole Bank, Hants	–	–	–	–	1
East Rock, near the Eddystone	–	–	–	–	1
Elbow Bank, River Tay	–	–	1	–	1
Eoligary Sands, Hebrides	1	1	–	–	–
Eyeborough Rock, near Berwick	–	–	–	1	–
Fastnet Rock, county Cork	–	1	–	–	–
Fern Islands, Northumberland	1	1	1	–	1
Ferrier Sand, Lynn Deeps	–	–	1	–	–
Filey Brig, Yorkshire	2	3	–	–	2

Table 18—*continued.*

Name of Rock or Sand.	1859.	1860.	1861.	1862.	1863.
Filly Tail Rock, near Kettleness, Yorkshire.	–	–	–	–	1
Finnis Rock, Isle of Arran, Galway	1	–	–	–	–
Flimston Head Rocks, Pembrokeshire.	–	–	1	–	–
Foreness Rock, North Foreland	–	–	–	2	–
Formby Spit, Lancashire	–	–	–	–	3
Foveran Sands, near Newburgh, Aberdeenshire.	–	–	1	–	–
Freshwater Ledge, Dorset	–	–	1	–	–
Funical Rock, near Whitby	–	–	–	–	1
Gaa Sand, River Tay	–	–	–	3	–
Gabbard Sand, off Harwich	–	1	–	–	–
Galloper Sand, at mouth of River Thames.	1	–	–	2	1
Garvin Island, county Donegal	–	1	–	–	–
Girdler Sand, River Thames	–	1	2	1	3
Gigha Island, Argyleshire	1	1	–	1	–
Glass Island, near Crinan	–	–	–	1	–
Glunimore Island, Argyleshire	–	1	–	–	–
Glasgorman Bank, Wexford	–	–	–	1	–
Goat Island, Stornoway	–	–	–	1	–
Gold Island, Donegal	–	–	–	–	1
Goldstone Rock, near Holy Island, Durham.	–	1	–	–	4
Goodwick Sands, Pembroke	–	–	–	–	1
Goodwin Sands, Kent	7	9	11	6	12
Goose Rock, Padstow	–	–	–	–	1
Gore Sand, Kent	–	–	–	1	–
Goswick Sand, Berwickshire	1	–	–	–	–
Gravel Patch, Somerset	1	–	–	1	–
Green Island, Belfast Lough	1	–	–	–	–
Gunfleet Sand, at mouth of River Thames.	1	7	3	10	5
Hadston Rocks, Northumberland	–	1	–	–	–
Hammonds Knoll, Norfolk	–	–	1	–	–
Harry Furlongs Rocks, Anglesea	1	–	1	–	–
Harvey Rock, Fifeshire	–	–	1	–	–
Hasborough Sand, Norfolk	10	6	7	8	3
Hauxley Rocks, Northumberland	–	1	–	–	–
Hayling Island, Sussex	–	1	–	–	1
Helwick Sand, Glamorganshire	–	–	–	–	1
Helesay Sand, Hebrides	–	–	–	1	–
Heisker Island, North Uist	–	–	–	1	1
Heaps Sand, Essex	1	1	–	–	2
Hendon Rock, Durham	2	–	–	2	–
Herd Sand, Durham	4	5	4	2	–
Hepburn Shoal, River Tyne	1	–	–	–	–
Holm Sand, Suffolk	12	4	2	2	3
Holmes Sand, Bristol Channel	1	1	1	1	–
Hook Sand, Poole	1	1	–	–	–
Horse Rock, Pembrokeshire	–	1	–	–	–
Horse Bank, Southport	2	1	–	2	–
Horse Island, county Cork	–	–	–	1	–
Hooper Sand, off Pembrey	–	–	–	2	–
Horse Shoe Island, Ayrshire	–	–	–	1	1
Holy Island, Durham	4	6	2	1	1
Holy Island, Buteshire	–	1	1	1	2
Hoyle, East and West, Sands, River Mersey.	1	1	1	2	–
Huttoft Bank, Lincolnshire	–	–	2	–	–
Inch Island, Dingle Bay	–	–	1	–	1
Inches Rock, near Ardrossan	–	–	–	1	–
Inch Rock, Frazerburgh	–	–	1	–	–
Inchkeith, Frith of Forth	3	–	–	–	–
India Bank, Wicklow	–	–	–	–	1
Innis Point, near Blackhalls, Durham	–	3	–	–	–
Innisbofin Island, county Donegal	1	1	–	2	1
Innisbofin Island, county Galway	–	–	–	–	1
Innisgort Island, county Mayo	–	–	–	1	–
Innislyre Island, county Mayo	–	1	–	–	–
Innismakeera Island, county Donegal	–	1	–	–	–
Innismurray Island, county Sligo	–	–	–	1	–
Isle of May, Frith of Forth	–	–	–	1	–
Jordan Flats, Lancashire	–	–	–	1	–
Kenfig Sand, Glamorganshire	1	–	1	–	–
Kentish Knock, Essex	3	4	3	10	2
Kimmeridge Ledge, Dorset	–	–	2	–	–
Kings Sons Rocks, Rosshire	–	–	1	–	–
King Williams Bank, Isle of Man	–	–	–	–	1
Kish Bank, Dublin	–	1	1	3	–
Knott, Lancashire	–	–	–	–	1
Lady Island, Troon	1	–	–	–	–
Law and Dove Cot Reef, near Dunbar, Haddingtonshire.	–	–	1	–	–
Leman and Ower Sand, off Norfolk	1	2	3	2	3
Leigh Middle Sand, Essex	–	–	–	–	1
Leven Sands, Menai Straits	1	–	–	–	–
Lings, off Kilmore, Wexford	1	–	–	–	–
Loather Rock, Pentland Frith	–	–	–	1	–
Long Sand, Essex	8	8	8	17	10
Long Scawr, Durham	1	–	3	–	–
Long Rock, Ballywalter	–	1	1	1	–
Long Sand, Lynn Well	–	–	–	–	1
Long Craig Rocks, Rattray Head	–	–	1	–	–
Long Banks, Wexford	–	–	–	2	–
Long Pladdy, near South Rock, county Down.	–	–	–	1	–
Longships Rocks, Cornwall	–	–	–	2	1
Lowestoft Inner Shoal, Suffolk	–	1	1	–	–
Lucifer Bank, Wexford	–	–	–	1	–
Lunan Sands, Montrose	–	1	–	–	–
Mablethorpe Sands, Lincolnshire	–	–	1	–	–
Mackintosh Rock, Frith of Forth	–	–	–	1	–
Mad Wharf, Formby	–	–	–	–	1
Manacles Rocks, Cornwall	–	–	3	1	1
Magee Island, Lough Larne	1	–	–	–	–
Maiden Rocks, county Antrim	1	–	–	–	–
Maplin Sand, Essex	4	1	2	1	1
Margate Sands, Kent	–	–	2	–	1
Masons Island, Galway	–	–	1	–	–
Matchcombe Sands, near Start Point	–	–	1	–	–
Metal Man Rocks, Oyster Island, county Sligo.	–	–	–	1	–
Mew Island, county Down	–	2	2	–	–
Middle Patch Sand, Ayrshire	–	–	–	–	1
Middle Sand, River Humber	1	2	1	1	–
Middle Sand, Essex	–	2	2	–	–
Middleton Sands, near Hartlepool, Durham.	2	3	17	1	–
Milan's Children's Rocks	–	–	–	1	–
Milton Island	–	–	–	1	–
Mixon Shoal, Glamorganshire	–	–	1	–	–
Morgan Sands, Glamorganshire	–	1	–	–	–
Morrison's Rocks, County Down	–	–	1	–	–
Morte Stones, North Devon	–	–	–	–	2
Mount Batten Reef	–	–	–	1	–
Mouse Sand, at mouth of River Thames.	1	–	–	–	1
Muglin Rocks, Dublin	–	–	–	1	–
Murcur Sands, Aberbeen	1	–	–	–	–
Myrass Island, county Cork	–	–	1	–	–
Nash Sand, Glamorganshire	–	1	2	2	–
Newcome Sand, Norfolk	2	4	3	11	5
Newcome Patch, Gloucestershire	–	1	–	–	–
Newarp Sand, Norfolk	1	–	–	–	1
Newton Rocks, Northumberland	2	–	1	–	–
Newport Sands, Pembrokeshire	1	–	–	–	–
Newland Island, Padstow	–	–	1	–	–
Nore Sand, River Thames	1	–	2	–	–
North Rock, county Down	–	1	1	–	–
North Rock, Gun Island, county Clare.	1	–	–	–	–
North Sand, Norfolk	–	–	3	–	–
North Sand, near Tenby	–	1	–	–	–
North Cotes Sand, Lincolnshire	–	1	–	–	–
North Wharf Bank, Fleetwood	–	–	1	–	–
North Bank, River Mersey	–	–	–	–	5
North Bank, Cloghy Bay	–	–	–	–	1
North Carr Rock, Fifeshire	1	–	–	–	–
"O" Rock, near St. Ives	–	1	–	–	–
Old Scar Bank, Morecambe Bay	1	–	–	–	–
Old Harry Ledge, Dorset	–	–	–	–	2
Orange Bank, Carmarthenshire	–	–	–	1	–
Orcombe Ledge, Dorset	–	–	–	1	–
Oronsay Island, Argyleshire	–	–	1	–	–
Outer Carr Rocks, off Newbiggin	–	–	–	–	1
Owers Rock, Sussex	1	–	–	1	–

Table 18.—*continued.*

Name of Rock or Sand.	1859.	1860.	1861.	1862.	1863.
Palas Rock, near Inchkeith	–	–	–	–	1
Paterson's Rocks, Island of Sanda	2	–	–	1	3
Patrick Bridge, near Saltees Islands	1	–	–	–	–
Pea Sands, Berwickshire	–	–	–	–	1
Pebble Ridge, Devon	1	–	–	–	–
Pentland Skerries	–	–	–	–	1
Penolver Rocks, St. Ives	–	1	–	–	–
Penrhos Sands, Carnarvonshire	–	–	–	–	8
Pembrey Sands, Carmarthenshire	–	1	–	–	–
Pentowyn Sands, Kidwelly	1	–	–	1	–
Pendine Sand, Pembrokeshire	–	–	–	1	–
Peveril Ledge, near Swanage	–	–	2	–	–
Penrhyn Rock, near Holyhead	–	1	–	–	–
Penlas Rock, Anglesea	–	–	1	–	–
Penny Steel, Yorkshire	–	1	–	–	–
Penan Sand, Cornwall	1	–	–	–	–
Peffer Sands, Haddingtonshire	–	1	–	–	–
Perran Sands, Northumberland	–	1	–	–	–
Pisgah Rock, Anglesea	–	1	–	–	–
Pladda Island, Bute	–	–	–	–	1
Platters Rocks, Skerries, Anglesea	–	3	–	1	1
Platters Sand, off Landguard Fort, Suffolk.	1	–	–	1	–
Plough Rock, county Down	–	–	–	–	1
Plough Rock, near Holy Island, Durham.	–	–	–	–	1
Pladdy Lug Rock, Strangford	–	–	1	–	–
Porthcawl Sands, Glamorganshire	–	–	–	1	2
Portheras Sand, Cornwall	–	–	–	1	–
Pole Sand, Chichester	–	3	–	–	–
Poulin Sand, near Loch Inchard	–	–	1	–	–
Pole Sand, Teignmouth	1	–	–	–	–
Port Ling, Loch Hourn, Inverness	–	–	–	1	–
Poolbeg, Dublin Bay	–	–	1	–	–
Praa Sand, Cornwall	–	–	–	1	–
Proudfoot Rock, Wick	1	–	1	1	–
Pulder Rock, Strangford	–	1	–	–	–
Pullagheeny Rocks, Sligo	–	–	–	1	–
Pye Sand, Essex	–	–	–	1	1
Quarrel Sands, North Berwick	1	–	–	–	–
Rascert Burn, Dumfries	–	–	–	1	–
Redcar Rocks, Yorkshire	3	5	4	2	3
Rennies Rock, Devon	–	–	–	–	1
Rhoscolyn Cairn, Anglesea	–	1	–	–	–
Ridge Sand, Winterton	–	2	–	–	–
Ridge Sand, Kent	–	1	–	–	–
Ringstead Ledge, near Weymouth, Dorset.	–	–	–	1	–
Ring Rocks, Derbyhaven	1	–	–	–	–
Roar Sand, Kent	–	1	–	1	–
Rock Angus, Strangford	–	–	2	–	–
Robin Rigg Sand Bank, Cumberland	–	–	1	–	–
Ross Sands, Northumberland	1	–	–	–	–
Rose Sand, RiverHumber	–	1	–	–	–
Roker Rocks, near Blyth	–	–	–	–	1
Rundlestone Rock, Cornwall	1	1	–	1	–
Ryhope Rocks, Durham	–	–	1	–	–
Sanda Island, Campeltown	5	–	–	–	–
Salthouse Bank, near Lytham	1	1	1	3	2
Sand Bank, Ramsey	–	–	1	–	–
Sand Bank, Rosslare	–	–	–	–	1
Sand Hale Bank, Lincolnshire	–	1	3	–	–
Saltfleet Sands, Lincolnshire	–	–	–	3	–
Saint John's Reef, Pentland Frith	–	–	–	2	–
Saint Patrick's Causeway, Cardigan Bay.	–	–	1	–	–
Scaltcar Rock, near Redcar	–	–	–	1	–
Scalaster Rock, Mull, Argyleshire	–	1	–	–	–
Scar Rock, Crawfords Bay	1	–	–	–	–
Scarlet Rock, Isle of Man	–	–	–	1	–
Scotston Brigs, Peterhead	–	–	1	–	–
Scrabster Burn, near Thurso	–	–	–	1	–
Scroby Sand, off Great Yarmouth	4	8	4	8	7
Seal Sand, Lynn Deeps	1	–	–	–	–
Seaton Sands, Durham	1	2	3	–	–
Selsey Bill, Sussex	–	–	–	1	–
Seven Stones, Land's End	–	1	–	1	1
Shingles Rocks, Isle of Wight	–	1	–	2	3
Shipwash Sand, Essex	4	9	3	5	3
Ship Rock, county Down	–	1	1	1	–
Shivering Sands, near Whitstable	–	–	1	–	–
Shell Wharf, near Lancaster	–	1	–	–	–
Sherringham Shoal, Norfolk	–	2	–	4	–
Sizewell Bank, Suffolk	8	4	2	5	4
Skerries, Anglesea	–	–	1	1	–
Skerries, Dublin	–	–	2	–	1
Skerryvore Rocks, off Argyleshire	–	–	1	–	–
Skerweather Shoal, Glamorganshire	3	–	3	3	–
Skerindrick Reef, Inverness-shire	–	–	–	1	–
Skull Martin Rock, county Down	–	1	1	1	–
Sledges Rocks, Pembrokeshire	–	–	1	–	1
Smith's Knoll, near Hasborough Sand	–	1	–	1	–
Smalls Rocks, Pembrokeshire	–	–	1	–	–
Smithwick Sand, Bridlington	–	–	2	–	–
Souter Point, near Whitehaven	–	–	2	3	–
South Gare, River Tees	–	–	1	–	–
South Bank, River Tay	1	–	–	1	–
South Busses Rock, Fraserburgh	1	–	–	–	–
Sovereign Islands, Cork	–	–	–	–	1
Sow and Pigs Rocks, Blyth	–	1	1	–	–
Stag Rock, Cornwall	–	1	–	–	–
Stag Rock, near Castletown	–	–	1	–	1
Stone Binks, Spurn Point	4	–	1	3	3
Stone Bank, Lynn	–	–	–	–	1
Stroma Skerries, Caithness	2	–	2	1	–
String Rock, Kyleakin	–	–	–	–	1
Sunk Sand, Essex	–	2	2	1	1
Sunk Sand, River Humber	–	–	1	–	–
Sully Island, Glamorganshire	1	1	1	1	–
Swilly Rock, county Donegal	–	–	–	1	–
Swona Island, Orkney	–	–	–	1	–
Swallow Bank, near New Romney	–	–	1	–	–
Taylors Bank, River Mersey	–	1	–	–	4
Tetney Sand, Lincolnshire	–	–	1	1	–
Thief Sand, off Burnham, Norfolk	–	–	–	1	–
Toft Sand, Boston Deeps	–	–	–	–	1
Tongue Sand, Kent	1	–	1	–	1
Torron Rocks, Mull, Argyleshire	–	–	1	–	–
Tours Reef, Durham	–	–	–	1	–
Towen Sands, Carmarthen	–	–	–	1	–
Tory Island, Donegal	–	1	–	1	–
Trinity Sand, River Humber	–	–	–	1	6
Trow Rock, Durham	1	2	1	–	–
Tynemouth Rocks, Northumberland	4	1	1	2	–
Tuns Bank, Londonderry	–	–	–	–	1
Tully Bank, Lancashire	–	–	–	–	1
Tyna Sands, Haddingtonshire	–	1	–	–	–
Udder Rock, near Looe, Cornwall	–	–	1	–	–
Varne Sand, Kent	1	–	–	–	–
Vogue Sand, Cornwall	1	–	–	–	–
Wainfleet Sand, Lincolnshire	–	1	–	–	–
Wallace Rocks, near Roddens, county Down.	–	–	1	–	–
Walney Island, Lancashire	3	1	–	1	3
Warden Ledge, Isle of Wight	1	–	–	–	–
Warham Sand, Blakeney	–	–	1	–	–
Wedge Sand	–	1	–	–	–
Welch Sands, Bristol Channel	–	–	–	1	–
Wells Sands, Norfolk	–	–	–	–	3
West Rocks, Harwich	1	2	1	1	–
West Middle Bank, near Formby	–	–	1	–	–
Whittaker Sand, Essex	2	1	1	2	–
Whitburn Steel, Durham	1	3	1	–	1
Whiting Sand, Essex	1	3	1	2	–
Whiting Sand, Norfolk	–	3	1	1	–
White Sand, Cardigan	1	–	–	–	–
Whitehouse Bank, county Antrim	–	–	1	–	–
Whitford Sands, Flintshire	–	–	–	–	1
Whitsand Bay Rocks, Cornwall	–	3	–	–	–
Whitby Sands and Rocks, Yorkshire	–	1	5	2	–
Whitley Sand, Northumberland	–	–	1	–	–
Whale Chine, Isle of Wight	–	–	–	1	–
Willow Bank, Mounts Bay, Cornwall	–	–	–	–	1
Wolf Rocks, Cornwall	–	–	1	–	–
Wolves Rocks, Bristol Channel	1	1	–	1	–
Woolpack Island, Lynn Deeps	1	–	–	–	–
Woolsons Bank, Hants	–	–	–	1	–
Woolcombe Sands, North Devon	1	–	–	–	–
Yaw Rock, Cornwall	1	–	–	–	–
Zimbra Flats, River Mersey	–	–	–	1	–
Total	243	272	267	298	239

PART II.

CONTAINING

A STATEMENT OF THE NUMBER OF LIVES LOST,

A STATEMENT OF THE NUMBER SAVED,

THE MEANS ADOPTED FOR SAVING LIFE,

AND THE

SUMS EXPENDED ON ACCOUNT THEREOF.

Table 19. Wrecks and Casualties for one Year occasioning LOSS OF LIFE, Chronologically arranged, from the 1st day of January to the 31st day of December 1863, inclusive, distinguishing the Description of each Vessel, Cargo, the Age of each Vessel, the Number of Lives Lost in each case, the Date and Place of each Casualty, and the Force and Direction of the Wind at the time each Casualty happened.

Date of Casualty.	Name of Ship and Age when known.	Rig.	Tons.	Men	Cargo.	Nature of Casualty, and whether resulting in Total Loss or Partial Damage.	No. of Lives Lost.	Direction and Force of Wind.		Place.
								Direction	Force	
1863:										
2 Jan. -	Marie Amelie, unknown.	Brigant[e]	Unk.	Unk. say 8	Unknown -	Stranded; total -	3	S.S.W.	say 9	Long Sand.
4 „ -	Lady Mary Stewart, new.	Brigant[e]	97	5	Salt - -	Stranded; partial -	1	S.S.E.	6	Carrack Rock, Port St. Mary, Isle of Man.
9 „ -	Ridesdale, 4 years	Brig	273	10 and 2 Pilots.	Railway iron and coals.	Collision; total -	3	—	—	Calshot Castle, Southampton Water.
10 „ -	Gem, 25 years -	Schooner	54	4	Bricks -	Collision; total -	2	—	—	Swansea Bay.
15 „ -	Marco Polo, 9 years	Smack	27	6	Ballast -	Collision; partial -	1	—	—	Between Gunfleeet and Goldermers Gat Buoy.
19 „ -	John, 28 years -	Schooner	93	5	Coals -	Foundered; total -	2	W. and by N.	12	Off Lowestoft.
19 „ -	Sea Swallow, 5 years.	Barque	340	10	Coals -	Stranded; total -	3	N.W.	10	Cross Sand.
19 „ -	Ellen Murray, unknown.	Brigant[e]	107	6	Coals -	Foundered; total -	2	W.S.W.	10	45 miles E.S.E. Lowestoft Light.
19 „ -	Mary Jenkins, unknown.	Schooner	91	7	Wheat -	Foundered; total -	7	W.	10	Aberthaw, Glamorganshire.
20 „ -	Parmela Flood, 5 years.	Barque	385	12 and Pilot	Cotton, oil cake, and hides.	Foundered; total -	12	N.N.W.	12	12 miles E.S.E. of Holyhead.
20 „ -	Lady Louisa, 28 years.	Smack	54	7	Ballast -	Abandoned; total	2	W. by N.	12	Dogger Bank.
20 „ -	Jane Q. Storer, new	Barque	600	15	Deals and 1 passenger.	Stranded; total -	2	W.N.W.	11	North Burbo Bank, Lancashire.
20 „ -	Name unknown, unknown.	Brigant[e]	180	8	Unknown -	Unknown; total -	8	N.N.W.	11	Island of Gola, Gweedore Bay.
21 „ -	Herring boat, not named, age unknown.	Smack	Unk.	5	Herrings -	Capsized; total -	1	S.W.	12	Off Portgower, Sutherlandshire.
23 „ -	Alarm, 26 years -	Brigant[e]	186	6	Coals -	Stranded; total -	3	S.W.	8	Leman and Ower Sands.
23 „ -	Duchess of Lancaster, unknown	Schooner	165	8	Ballast -	Stranded; total -	7	S.W.	8	Longness, near Castletown.
Jan. -	Cimbria, 8 years -	Barque	279	10	Wheat, -	Foundered; total -	10	Unkn.	Unk.	In the North Sea.
„ -	Polstjernan, unknown.	Brig	138	8	Barley -	Foundered; total -	8	Unkn.	Unk.	In the North Sea.
„ -	Catherine Maria, 7 years.	Schooner	90	6	Linseed and 1 passenger.	Foundered; total -	7	Unkn.	Unk.	In the English Channel.
„ -	Triton, 57 years -	Brigant[e]	94	5	Coals -	Foundered; total -	5	Unkn.	Unk.	In the North Sea.
„ -	Dorisana, unknown	Unknown	Unk.	Unk. say 8	Wheat -	Foundered; total -	8	Unkn.	Unk.	In the North Sea.
„ -	Bussorah, new -	S. S.	467	33	Ballast -	Foundered; total -	33	Unkn.	Unk.	Off the Western Islands of Scotland.
„ -	Charlotte, 6 years -	Cutter	64	5	Coals -	Foundered; total -	5	Unkn.	Unk.	In the North Sea.
„ -	Swallow, 16 years	Schooner	68	4	Coals -	Foundered; total -	4	Unkn.	Unk.	In the North Sea.
„ -	Empress, unknown	Brig	248	9	Coals -	Foundered; total -	9	Unkn.	Unk.	In the Gull Stream.
13 Feb. -	Sceptre, 13 years -	Brig	208	7	Coals -	Collision; total -	3	—	—	The Lower Hope below Gravesend.
5 Mar. -	Gipsy, 25 years -	Schooner	59	5	Guano -	Stranded; total -	2	Unkn.	Unk.	Off Copinshay, near Kirkwall, Orkney.
6 „ -	Teaser 15 years -	Lugger	8	3	Ballast -	Stranded; total -	1	S.S.E.	9	Beer Roads, Devon.
12 „ -	Robert Henry, 16 years.	Schooner	75	5	Copper Ore	Dismasted; partial	1	S. by E.	10	Off the Deadman Point, Cornwall.
17 „ -	Swiss, unknown -	Sloop	30	3	Staves -	Stranded; total -	2 Fish[n]	S.E.	8	Black Point, near Castlegregory, Kerry.
18 „ -	Freeman, 59 years	Brigant[e]	88	5	Coals -	Foundered; total -	5	N.W.	10	Off St. Agnes, Cornwall.
20 „ -	Margaret, unknown	Schooner	96	5	Coals -	Unknown; total -	5	N.N.W.	9	Off Dally Bay, Wigtonshire, 2 miles S.S.W. of Corsill Light.
8 April	William and Sarah, 33 years.	Schooner	45	4	Ballast and 1 passenger.	Stranded; partial -	1	S.W.	2	Dunball Sands, near Burnham, Somerset.
12 „ -	Antilles, unknown	Brig	194	6	Unknown -	Collision; total -	1	—	—	Off the Shipwash.
12 „ -	Genoa, 12 years -	Ship	650	14	Coals -	Stranded; total -	3	S.S.E.	3	Rattray Head, Aberdeenshire.
21 „ -	Hannibal, 1 year -	Schooner	64	5	Barley and 1 passenger.	Foundered; total -	3	W.S.W.	8	Off Inchkeith, Frith of Forth.
23 „ -	Elizabeth, 20 years	Schooner	75	5	Coals -	Collision; total -	3	—	—	Off the Blackwater Bank.
28 and 29 „	Vitus, 21 years -	Galliot	68	5	Ballast -	Disabled; partial -	1	Variable	9	Between Dimlington and the Humber.

Table 19.—*continued.*

Date of Casualty.	Name of Ship and Age when known.	Rig.	Tons.	Men	Cargo.	Nature of Casualty, and whether resulting in Total Loss or Partial Damage.	No. of Lives Lost.	Direction and Force of Wind.		Place.
								Direction	Force	
1863:										
19 May -	Wisdom, 3 years -	Sloop	23	3	Potatoes -	Damage to hull; partial.	1	E.	10	20 miles S.W. of Portland.
19 „ -	Exchange, 20 years	Schooner	104	6	Pig Iron -	Damage to hull; partial.	1	E. by N.	8	Gull Stream.
20 „ -	Bonne Malouine, unknown.	Brigant[e]	Unk.	Unk. say 8	Unknown -	Stranded; total -	8	E.	9	South Rock, Seven Stones.
4 July -	Superior, unknown	Sloop	29	2	Iron - -	Foundered; total -	2	E.S.E	11	St. Andrew's Bay, Fifeshire.
30 Aug. -	Widgeon, unknown	Yacht	12	3	Unknown -	Foundered; total -	3	Unkn.	8	5 miles S.E. of the Nab Light.
6 Sept. -	Elvira, unknown -	Barque	257	10	Logwood, rum, &c.	Collision; total -	2	—	—	4 miles S.S.E. of Dungeness.
7 „ -	Mona's Queen, 10 years.	Schooner S. Ship	214	22	General and passengers.	Damage to hull; partial.	1	W.N.W.	9	5 miles N.W. by N. of the Bell Buoy.
10 „ -	Agnes, 24 years -	Brig	146	7	Coals -	Collision; partial -	1	—	—	Off Shakspere's Cliff, Dover.
12 „ -	La Marie, unknown	Schooner	69	16	Codfish -	Collision; total -	2	—	—	On Newarp Sand.
15 „ -	Jessie Cook, unknown.	Smack	30	3	Lime shells	Collision; total -	1	—	—	3 miles S. by E. o Cumbrae Light, Buteshire.
15 „ -	Gertrudis, unknown	Schooner	98	Unk. say 6	Dried cod fish.	Stranded; total -	6	Unkn.	Unk.	Off the Island of Schilla, North Uist.
16 „ -	Barbara Campbell, 3 years.	Barque	324	15	Sugar and rum.	Collision; total -	1	—	—	Off St. John's Point.
28 „ -	Belvedere, 2 years	Smack	38	6	Ballast -	Damage to hull; partial.	2	S.	8	Off the Dogger Bank.
7 Oct. -	Thames, 29 years -	Schooner	80	5	Iron Ore -	Collision; total -	2	—	—	Off Sharpness Point, N. Devon.
10 „ -	Elidir, 14 years -	Schooner	131	6	Coal - -	Foundered; total -	6	Unkn.	Unk.	In the Irish Sea, between Liverpool and Cork.
18 „ -	Antigua packet, 50 years.	Brig	282	11	Timber -	Stranded; total -	1	S.W.	6	Off Maryport.
23 „ -	Amsterdam, 22 years	Brigant[e]	159	Unk. say 8	Salt -	Foundered; total -	8	Unkn.	Unk	Off Bardsey Island.
29 „ -	Pearl, 8 years -	Smack	44	4	Coal - -	Stranded; total -	3	W.N.W.	10	Rocks at Dugarry, off Campbeltown.
29 „ -	Name unknown, unknown.	Smack	Unk.	4	Unknown -	Foundered; total -	4	N.W.	10	Off Drogheda Bar.
30 „ -	Roland, 8 years -	Schooner	456	19	General -	Disabled; partial -	1	S.W.	9	In the North Sea, East of the Leman and Ower.
30 „ -	Brilliant, unknown	Schooner	73	5	Oats -	Foundered; total -	5	Unkn.	10	One mile S.E. of St. Catherine's Light, Isle of Wight.
31 „ -	Jane, 27 years -	Brig	295	9	Coal - -	Foundered; total -	9	Unkn.	10	50 miles off the Humber.
Oct. -	Alexander, 24 years	Schooner	72	5	Coal - -	Foundered; total -	5	Unkn.	Unk.	In the Irish Sea, between Liverpool and Plymouth.
„ -	Elisabetta, unknown	Unkn.	Unk.	10	Ballast -	Foundered; total -	10	Unkn.	Unk.	In the North Sea.
„ -	Lady of the Lake, 28 years.	Sloop	49	2	Coal - -	Foundered; total -	2	Unkn.	9	Near the Gaunt Buoy, Frith of Forth.
2 Nov. -	Helena, 15 years -	Snow	140	6	Coal - -	Collision; total -	4	—	—	Off Winterton.
3 „ -	Arion, unknown -	Brig	Unk.	Unk. say 8	Cargo (description unknown).	Stranded; total -	8	N.W.	6	On a rock off Porthdynllaen Point.
8 „ -	Duchess of Gloucester, 35 years.	Brigant[e]	73	5	Slates -	Abandoned; partial	5	Unkn.	Unk.	Off Rathlin Island.
9 „ -	Flora, 4 years -	Brig	238	10	Coffee -	Collision; total -	1	—	—	8 miles W.S.W. of Dungeness.
11 „ -	Adrien, 6 years -	Lugger	62	5	Coal - -	Stranded; total -	4	N.N.W.	10	Gurnard's Head, off St. Ives.
11 „ -	Providence, 40 years.	Schooner	62	4	Coal - -	Foundered; total -	2	Unkn.	9	Off Cape Cornwall.
11 „ -	London, unknown	Schooner	99	6	Coal - -	Stranded; total -	6	N.W.	11	Trevail Cliff, Western Carrack, Cornwall.
13 „ -	Mary, 18 years -	Lighter	41	2	Coal - -	Collision; partial -	1	—	—	Off Gemmils Point, near Greenock.
16 „ -	Nepenthe, 10 years	Barque	190	9	Ballast and 4 passengers.	Stranded; total -	5	W.S.W.	6	Milford Cliff, off Hartland Point.
22 „ -	Plover, unknown -	Schooner	70	5	Coal - -	Stranded; total -	1	Unkn.	12	Trinity Sands in the Humber.
Nov. -	Equity, 47 years -	Brig	248	9	Ballast -	Foundered; total -	9	Unkn.	Unk.	In the North Sea.
„ -	Hirondelle, unknown.	Unk.	Unk.	4	Unknown -	Foundered; total -	4	Unkn.	Unk.	In the English Channel.
„ -	Mary, unknown, (old).	Brig	111	5	Coal - -	Foundered; total -	5	Unkn.	Unk.	In the North Sea.

Table 19.—*continued.*

Date of Casualty.	Name of Ship and Age when known.	Rig.	Tons.	Men	Cargo.	Nature of Casualty, and whether resulting in Total Loss or Partial Damage.	No. of Lives Lost.	Direction and Force of Wind.		Place.
								Direction	Force	
1863:										
2 Dec.	L'Aimable Julie, 16 years.	Brigant^{e}	79	6	Beans	Stranded; total	3	N.N.W.	12	Godrevy Island, Cornwall.
2 „	Factory Girl, 6 years	Ship	463	16	Coal and 2 passengers.	Foundered; total	8	N.W.	12	St. Mary's Roads, Scilly.
2 „	Tredegar, 25 years	Sloop	43	4	Coals	Capsized; total	3	W.S.W.	9	Off Clevedon, Somerset.
2 „	Providence, 41 years.	Smack	28	3	Coals	Foundered; total	3	N.W.	10	Inside the Gore Sands, off Bridgwater.
2 „	Albatross, 13 years	Brig	281	11	Coals	Loss of sails, &c.; partial.	1	N.W.	11	In Lat. 50° N. Lon. 7° W.
2 „	Wilhelmina, 26 years.	Galliot	140	6	Pipe clay	Leaky; partial	1	W.N.W.	12	Off Start Point.
2 „	Belle, 26 years	Brigant^{e}	226	11	General, and 1 passenger.	Collision; partial	1	—	—	Margate Roads.
2 „	No name, unknown	Coble	Unk.	3	Ballast	Capsized; total	1	S.E.	8	Off Filey.
3 „	Antelope, 19 years	Smack	78	8	Ballast	Foundered; total	8	N.W.	10	In the North Sea.
3 „	Arno, 44 years	Schooner	92	4	Coals	Foundered; total	4	S.W.	11	In the North Sea.
3 „	Ann and Elizabeth, 37 years.	Brig	185	7	Coals	Foundered; total	7	W.	12	In the North Sea between Shields and London.
3 „	Bardsey, 42 years	Sloop	37	3	Slates	Stranded; total	1	N.N.W.	12	Off Porthdynllaen Point.
3 „	Broderick, 77 years	Snow	309	11	Coals	Foundered; total	11	N.W.	11	In the North Sea.
3 „	Cleveland, 52 years	Brigant^{e}	110	4	Cargo	Foundered; total	4	N.W.	10	In the North Sea.
3 „	Comet, 5 years	Schooner	74	5	Coals	Stranded; total	5	N.W.	12	Arklow Bank.
3 „	Dido, new	Smack	41	6	Fish	Damage to hull; partial.	1	W.N.W.	10	40 miles east of Lowestoft.
2 „	Epney Lass, 3 years	Trow	47	4	Spanishgrass	Capsized; total	1	N.W.	10	Off Burnham, Somerset.
3 „	Emma Crouch, 4 years.	Smack	47	8	Ballast	Loss of sails, &c.; partial.	1	W. by S.	12	In the North Sea.
3 „	Esperance, 12 years	Schooner	79	5	Sugar	Stranded; total	3	W.N.W.	12	Holyhead Bay.
3 „	Esther, 33 years	Brig	223	8	Coals	Foundered; total	8	W.N.W.	11	In the North Sea.
3 „	Essex, 9 years	Smack	34	6	Ballast	Foundered; total	6	W.S.W.	12	In the North Sea.
3 „	Elizabeth, 15 years	Smack	48	8	Ballast	Foundered; total	8	S.W.	11	In the North Sea.
3 „	Elizabeth, 7 years	Barque	338	11	General	Stranded; total	4	N.N.W.	12	Holyhead Bay.
3 „	Friends, unknown	Schooner	75	4	Pig iron	Stranded; total	4	N.W. by W.	11	Off Prestatyn.
3 „	Friedrich Franz, unknown.	Barque	Unk.,	13	Ballast	Abandoned; total	1	W.N.W.	10	Off Dogger Bank.
3 „	Germ, 10 years	Sloop	43	3	Coals	Stranded; partial	1	W.N.W.	11	Trinity Sand, Humber.
3 „	Gem, 9 years	Brig	168	7	Coals	Foundered; total	7	W.	11	In the North Sea.
3 „	Gihon, 3 years	Smack	35	7	Ballast	Foundered; total	7	S.W.	12	In the North Sea.
3 „	Gezina Reina, 10 years.	Galliot	89	5	Ballast	Stranded; total	4	N.W.	12	West Hoyle Bank.
3 „	Hope, 53 years	Schooner	99	5	Coals	Foundered; total	5	S.W.	12	In the North Sea.
3 „	I'll Try, 5 years	Smack	37	6	Fish	Dismasted; partial	2	S.S.W.	12	On the Brown Bank, North Sea.
3 „	Ina, 17 years	Barque	462	14 and Pilot	Coals & coke	Stranded; total	1	W.S.W.	11	Off Palling.
3 „	James, 38 years	Brig	214	8	Coals	Foundered; total	8	W.	11	In the North Sea.
3 „	Johanna, unknown	Brigant^{e}	120	6	Coals	Stranded; total	5	W.N.W.	11	Trinity Sand.
3 „	Leveret, 5 years	Smack	36	6	Fish	Foundered; total	6	S.W.	12	Fishing ground off Yarmouth.
3 „	Lio, 4 years	Barque	240	10	Coals	Leaky, &c.; partial	1	N.W.	12	In the North Sea.
3 „	Marchant, unknown	Smack	50	8	Ballast	Disabled; partial	1	W.N.W.	11	50 miles S. by E. of the Leman and Ower.
3 „	Mary, 3 years	Schooner	96	6 and 3 Pilots.	Oatmeal	Stranded; total	9	N.W.	11	Supposed at the back of the North Bank in the Irish Sea.
3 „	North Star, 3 years	Smack	38	7	Ballast	Foundered; total	7	S.W.	12	In the North Sea.
3 „	Osprey, 27 years	Smack	38	6	Ballast	Foundered; total	6	S.W.	12	In the North Sea.
3 „	Peace, 10 years	Smack	37	4	Ballast	Foundered; total	2	W.N.W.	10	Yarmouth Roads.
3 „	Providence, 17 years.	Schooner	72	5	Coals	Stranded; total	6*	N.N.W.	11	Curran Point, Portrush, Antrim.
3 „	Rainbow, 5 years	Smack	31	6	Ballast	Foundered; total	6	S.W.	11	In the North Sea.
3 „	Rhine, unknown	Smack	32	6	Ballast	Foundered; total	6	S.W.	11	In the North Sea.
3 „	Rattlesnake, 5 years	Smack	40	5	Ballast	Foundered; total	5	S.W.	11	In the North Sea.
3 „	Rose, unknown	Schooner	104	5	Coals	Foundered; total	5	Unkn.	11	30 miles E. of Johnshaven.
3 „	Ranger, 13 years	Smack	40	6	Ballast	Foundered; total	6	S.W.	11	In the North Sea.
3 „	Rosa, 15 years	Cutter	64	7	Fish	Damage to spars; partial.	2	S.W.	12	E. and by S. of Lowestoft.
3 „	Scottish Lass, unknown.	Brigant^{e}	125	6	Coals	Stranded; partial	1	N.W.	12	Holyhead Bay.
3 „	Spray, 24 years	Barque	237	8	Coals	Foundered; total	8	Variable.	12	In the North Sea.
3 „	Three Susans, 20 years.	Brigant^{e}	97	6	Clay	Stranded; partial	1	W.N.W.	12	On the beach two miles S. of Porthdynllaen Point.
3 „	Twilight, 3 years	Smack	38	7	Ballast	Foundered; total	7	S.W.	11	In the North Sea.
3 „	Three Sisters, 30 years.	Smack	34	6	Fish	Foundered; total	6	S.W.	11	In the North Sea.
3 „	Volunteer, 6 years	Smack	29	6	Ballast	Foundered; total	6	S.W.	11	In the North Sea.

* Viz., 3 crew, 2 smacksmen, and 1 coastguard man.

Table 19.—*continued.*

Date of Casualty.	Name of Ship and Age when known.	Rig.	Tons.	Men	Cargo.	Nature of Casualty, and whether resulting in Total Loss or Partial Damage.	No. of Lives Lost.	Direction and Force of Wind.		Place.
								Direction	Force	
1863:										
3 Dec.	Violet, 11 years	Smack	52	9	Ballast	Damage to hull; partial.	1	N.W.	12	In the North Sea.
3 „	Ugie, 48 years	Brig	164	6	Coals	Collision; total	3	—	—	Grimsby Roads.
3 „	Westbourne, 11 years.	Brig	193	9	General	Collision; total	9	—	—	Holyhead Bay.
3 „	St. Catherine, 6 years.	Schooner	107	6	Powder	Stranded; partial	1	N.W.	12	Holyhead Bay.
3 „	John, 52 years	Snow	98	5	Coals	Foundered; total	5	Unkn.	Unk.	Off Winterton.
3 or 4 „	Eliza and Ann, 22 years.	Brigant[e]	93	5	Coals	Stranded; total	5	Variable.	12	Off Wells.
3 & 4 „	Margaret Quayle, 8 years.	Ship	1,088	25	Salt	Abandoned; partial	1	N.W.	11	Off Hartland Point, Devon.
4 „	Isabella und Catherine, 20 years.	Schooner	67	4	Oatmeal	Stranded; total	1	N.W.	9	Beggars Patch, off Leasowe Light.
4 „	Liriope, 7 years	Barque	303	11	Cargo (nature unknown).	Stranded; total	11	S.W.	9	7 miles S.W. of Clifden, co. Galway.
4 „	Kong Sverre, 22 years.	Brig	200	9	Timber and deals.	Abandoned; total	1	N.W.	12	In the North Sea,
4 „	Banffshire, unknown.	Schooner	86	6	Barley	Disabled and abandoned; total.	4	N.N.E.	12	In the North Sea.
4 „	Mary, 4 years	Brig	Unk.	6	Coals	Foundered; total	6	N.W.	Say 10	20 miles east of Flamboro' Head.
4 „	John, unknown	Sloop	60	5	Unknown	Foundered; total	5	N.W.	11	Southshore, near Lytham.
7 „	Blonde, 9 years	Barque	389	13	Wheat and staves.	Abandoned; total	1	N.N.W.	12	In the North Sea.
8 „	Jane, 30 years	Half Sprit.	Unk.	2	Ballast	Foundered; total	2	Unkn.	5	Off the South Middle Ground, Kent, near the Chapman Light.
16 „	Akhera, 5 years	Barque	427	17 and Pilot	Coals	Loss of sails, &c.; partial.	1	W.	7	N.W. light ship distant 2 miles S.E.
17 „	Betsy, unknown	Sloop	38	2	Railway iron	Stranded; total	1	N.	9	Near Sand Hale, Lincolnshire, 1 mile east of Saltfleet.
17 „	Cygnet, 16 years	Brig	152	7	Coals	Stranded; total	1	N.N.W.	9	Holy Island, Durham.
17 „	Highbury, 35 years	Barque	295	9	Ballast	Stranded; total	2	N. by W.	10	Scarborough.
17 „	Economy, unknown	Dandy	23	2	Coals	Damage to hull; partial.	1	N.	9	Off Flamboro' Head.
22 „	Juno, 4 years	Smack	52	8	Ballast	Damage to hull, &c.; partial.	2	N. by W.	9	In the North Sea.

Summary of Table 19.

—	Total Losses.					Partial Damage.					Vessels with Cargo.					Vessels in Ballast.				
	1859.	1860.	1861.	1862.	1863.	1859.	1860.	1861.	1862.	1863.	1859.	1860.	1861.	1862.	1863.	1859.	1860.	1861.	1862.	1863.
Collisions	12	18	17	17	14	6	4	3	6	4	17	21	16	20	16	1	1	3	2	1
Strandings	83	47	84	56	35	10	11	10	4	6	80	47	83	53	33	10	10	11	6	6
Founderings	40	30	57	36	60	1	1	—	—	—	33	22	49	30	39	3	6	5	6	17
Other Causes	4	10	6	6	11	17	14	23	21	21	21	19	25	21	22	—	5	4	5	9
Totals	139	105	164	115	120	34	30	36	31	31	151	109	173	124	110	14	22	23	19	33

—	Whether with Cargo or in Ballast, Unknown.					Total Ships.					Total Hands on Board.					Total Lives Lost.				
	1859.	1860.	1861.	1862.	1863.	1859.	1860.	1861.	1862.	1863.	1859.	1860.	1861.	1862.	1863.	1859.	1860.	1861.	1862.	1863.
Collisions	—	—	1	1	1	18	22	20	23	18	216	136	156	172	140	59	72	89	54	41
Strandings	3	1	—	1	2	93	58	94	60	41	1,691	463	739	578	278	1,337	241	420	338	140
Founderings	5	3	3	—	4	41	31	57	36	60	252	156	319	258	401	216	140	292	231	382
Other Causes	—	—	—	1	1	21	24	29	27	32	664	165	272	307	272	35	84	83	67	57
Totals	8	4	4	3	8	173	135	200	146	151	2,823	920	1,486	1,315	1,091	1,647	537	884	690	620

Table 20. Wrecks and Casualties (exclusive of Collisions) occasioning LOSS OF LIFE (geographically arranged) from the 1st day of January to the 31st day of December 1863, inclusive; distinguishing the Description of each Vessel, Cargo, the Age of each Vessel, the Number of Lives Lost in each Case, the Date and Place of each Casualty, and the Force and Direction of the Wind at the Time each Casualty happened.

Date.	Name of Ship, and Age when known.	Description of Vessel.	Tons.	Men.	Cargo.	Nature of Casualty, and whether Total Loss or Partial Damage.	No. of Lives Lost.	Wind.		Place.
								Direction.	Force.	
					Farn Islands to Flamborough Head.					
2 Dec. -	No Name, Unknown.	Coble	Unk.	3	Ballast -	Capsized; total -	1	S.E.	8	Off Filey.
17 Dec. -	Highbury, 35 years	Barque	295	9	Ballast -	Stranded; total -	2	N. by W.	10	Scarboro'.
					Cargo. / Ballast. / Unknown.	Total. / Partial.				
Total -		2	295	12	— / 2 / —	2 / —	3			
					Flamborough Head to the North Foreland.					
2 Jan. -	Marie Amelie, unknown.	Brig[e]	Unkn.	Unk., say 8	Cargo -	Stranded; total -	3	S.S.W.	Say 9	Long Sand.
19 Jan. -	John, 28 years -	Schooner	93	5	Coals -	Foundered; total -	2	W.&byN.	12	Off Lowestoft.
19 Jan. -	Sea Swallow, 5 years	Barque	340	10	Coals -	Stranded; total -	3	N.W.	10	Cross Sand.
23 Jan. -	Alarm, 26 years -	Brig[e]	186	6	Coals -	Stranded; total -	3	S.W.	8	Leman and Ower Sands.
28 & 29 April	Vitus, 21 years -	Galliot	68	5	Ballast -	Disabled; partial -	1	Variable	9	Between Dimlington and the Humber.
30 Oct. -	Roland, 8 years -	Schooner	456	19	General -	Disabled; partial -	1	S.W.	9	In the North Sea, east of the Leman and Ower.
31 Oct. -	Jane, 27 years -	Brig	295	9	Coal -	Supposed foundered; total.	9	Unkn.	10	50 miles off the Humber.
22 Nov. -	Plover, unknown -	Schooner	70	5	Coal -	Stranded; total -	1	Unkn.	12	Trinity Sands in the Humber.
3 Dec. -	Ina, 17 years -	Barque	462	14 & Pilot	Coals, and Coke.	Stranded; total -	1	W.S.W.	11	Off Palling.
3 Dec. -	Germ, 10 years -	Sloop	43	3	Coals -	Stranded; partial -	1	W.N.W.	11	Trinity Sand.
3 Dec. -	Johanna, unknown	Brig[e]	120	6	Coals -	Stranded; total -	5	W.N.W.	11	Trinity Sand.
3 Dec. -	Peace, 10 years -	Smack	37	4	Ballast -	Foundered; total -	2	W.N.W.	10	Yarmouth Roads.
3 Dec. -	Rosa, 15 years -	Cutter	64	7	Fish -	Damage to spars; partial.	2	S.W.	12	E. and by S. of Lowestoft.
3 Dec. -	John, 52 years -	Snow	98	5	Coals -	Foundered; total -	5	Unknown		Off Winterton.
3 or 4 Dec.	Eliza & Ann, 22 years.	Brig[e]	93	5	Coals -	Stranded; total -	5	Variable	12	Off Wells.
4 Dec. -	Mary, 4 years -	Brig	Unkn.	6	Coals -	Foundered; total -	6	N.W.	Say 10	20 miles E. of Flamboro' Head.
8 Dec. -	Jane, 30 years -	HalfSprit	Unkn.	2	Ballast -	Foundered; total -	2	Unkn.	5	Off the South Middle Ground, Kent, near the Chapman Light.
17 Dec. -	Betsy, unknown -	Sloop	38	2	Railway Iron.	Stranded; total -	1	N.	9	Near Sand Hale, Lincolnshire, 1 mile E. of Saltfleet.
17 Dec. -	Economy, unknown	Dandy	23	2	Coals -	Damage to hull; partial.	1	N.	9	Off Flamboro' Head.
					Cargo. / Ballast. / Unknown.	Total. / Partial.				
Total -		19	2,486	124	16 / 3 / —	14 / 5	54			

Wrecks and Casualties (exclusive of Collisions) occasioning Loss of Life (geographically arranged), from the 1st January to the 31st December 1863, inclusive—*continued.*

Date.	Name of Ship, and Age when known.	Description of Vessel.	Tons.	Men.	Cargo.	Nature of Casualty, and whether Total Loss or Partial Damage.	No. of Lives lost.	Wind. Direction.	Wind. Force.	Place.
North Foreland to St. Catherine's Point.										
Jan.	Empress, unknown	Brig	248	9	Coals	Foundered; total	9	Unknown		In the Gull Stream.
19 May	Exchange, 20 years	Schooner	104	6	Pig Iron	Damage to hull; partial.	1	E. by N.	8	Gull Stream.
30 Aug.	Widgeon, unknown	Yacht	12	3	Unknown	Foundered; total	3	Unkn.	8	5 miles S.E. of the Nab Light.
30 Nov.	Brilliant, unknown	Schooner	73	5	Oats	Foundered; total	5	Unkn.	10	1 mile S.E. of St. Catherine's Light, Isle of Wight.
					Cargo. / Ballast. / Unknown.	Total. / Partial.				
Total		4	437	23	3 / – / 1	3 / 1	18			
St. Catherine's Point to Start Point.										
6 March	Teaser, 15 years	Lugger	8	3	Ballast	Stranded; total	1	S.S.E.	9	Beer Roads, Devon.
19 May	Wisdom, 3 years	Sloop	23	3	Potatoes	Damage to hull; partial.	1	E.	10	20 miles S.W. of Portland.
2 Dec.	Wilhelmina, 26 years	Galliot	140	6	Pipeclay	Leaky; partial	1	W.N.W.	12	Off Start Point.
					Cargo. / Ballast. / Unknown.	Total. / Partial.				
Total		3	171	12	2 / 1 / –	1 / 1	3			
Start Point to the Land's End.										
12 March	Robert Henry, 16 years.	Schooner	75	5	Copper Ore	Dismasted; partial	1	S. by E.	10	Off the Deadman Point Cornwall.
11 Nov.	London, unknown	Schooner	99	6	Coal	Stranded; total	6	N.W.	11	Trevail Cliff, Western Carrack, Cornwall.
					Cargo. / Ballast. / Unknown.	Total. / Partial.				
Total		2	174	11	2 / – / –	1 / 1	7			
Land's End to Hartland Point, including Scilly.										
18 March	Freeman, 59 years	Brig[e]	88	5	Coals	Foundered; total	5	N.W.	10	Off St. Agnes, Cornwall.
20 May	Bonne Malouine, unknown.	Brig[e]	Unkn.	Unkn say 8	Unknown	Stranded; total	8	E.	9	South Rock, Seven Stones.
11 Nov.	Adrien, 6 years	Lugger	62	5	Coals	Stranded; total	4	N.N.W.	10	Gurnard's Head, off St. Ives.
11 Nov.	Providence, 40 years	Schooner	62	4	Coals	Foundered; total	2	Unkn.	9	Off Cape Cornwall.
16 Nov.	Nepenthe, 10 years	Barque	190	9	Ballast & 4 Passengers.	Stranded; total	5	W.S.W.	6	Milford Cliff, off Hartland Point.
2 Dec.	L'Aaimble Julie, 16 years.	Brig[e]	79	6	Beans	Stranded; total	3	N.N.W.	12	Godrevy Island, Cornwall.
2 Dec.	Factory Girl, 6 years.	Ship	463	16	Coal and 2 Passengers.	Foundered; total	8	N.W.	12	St. Mary's Road, Scilly.
2 Dec.	Albatross, 13 years	Brig	281	11	Coals	Loss of sails, &c.; partial.	1	N.W.	11	In lat. 50 N. long. 7 W.
					Cargo. / Ballast. / Unknown.	Total. / Partial.				
Total		8	1,225	64	6 / 1 / 1	7 / 1	36			

Wrecks and Casualties (exclusive of Collisions) occasioning Loss of Life (geographically arranged), from the 1st January to the 31st December 1863, inclusive—*continued.*

Date.	Name of Ship, and Age when known.	Description of Vessel.	Tons.	Men.	Cargo.	Nature of Casualty, and whether Total Loss or Partial Damage.	No. of Lives lost.	Wind. Direction.	Wind. Force.	Place.
Hartland Point to St. David's Head.										
19 Jan. -	Mary Jenkins, unknown.	Schooner	91	7	Wheat -	Foundered; total -	7	W.	10	Aberthaw, Glamorganshire.
8 April -	William and Sarah, 33 years.	Schooner	45	4	None; 1 Passenger.	Stranded; partial -	1	S.W.	2	Dunball Sands, near Burnham, Somerset.
2 Dec. -	Tredegar, 25 years	Sloop	43	4	Coals -	Capsized; total -	3	W.S.W.	9	Off Clevedon, Somerset.
2 Dec. -	Providence, 41 years	Smack	28	3	Coals -	Foundered; total -	3	N.W.	10	Inside the Gore Sands, off Bridgwater.
2 Dec. -	Epney Lass, 3 years	Trow	47	4	Spanish Grass	Capsized; total -	1	N.W.	10	Off Burnham, Somerset.
3 & 4 Dec. -	Margaret Quayle, 8 years.	Ship	1,088	25	Salt - -	Abandoned; partial	1	N.W.	11	Off Hartland Point, Devon.
					Cargo. / Ballast. / Unknown.	Total. / Partial.				
	TOTAL -	6	1,342	47	5 / 1 / –	4 / 2	16			
St. David's Head and Carnsore Point to Lambay Island and Skerries, Anglesea.										
20 Jan. -	Parmela Flood, 5 years.	Barque	385	12 and Pilot.	Cotton, Oil-cake, and Hides.	Foundered; total -	12	N.N.W.	12	12 miles E.S.E. of Holyhead.
10 Oct. -	Elidir, 14 years -	Schooner	131	6	Coals -	Supposed foundered; total.	6	Unknown		In the Irish Sea between Liverpool and Cork.
23 Oct. -	Amsterdam, 22 years	Brig[e]	159	Unk. say 8	Salt -	Supposed foundered; total.	8	Unknown		In the Irish Sea off Bardsey Island.
Oct. -	Alexander, 24 years	Schooner	72	5	Coals -	Supposed foundered; total.	5	Unknown		In the Irish Sea between Liverpool and Plymouth.
3 Nov. -	Arion, unknown -	Brig	Unk.	Unk. say 8	Cargo, description unknown.	Stranded; total -	8	N.W.	6	On a rock ¾ mile off Porthdynllaen Point.
3 Dec. -	Bardsey, 42 years -	Sloop	37	3	Slates -	Stranded; total -	1	N.N.W.	12	Off Porthdynllaen Point.
3 Dec. -	Comet, 5 years -	Schooner	74	5	Coals -	Stranded; total -	5	N.W.	12	Arklow Bank.
3 Dec. -	Esperance, 12 years	Schooner	79	5	Sugar -	Stranded; total -	3	W.N.W.	12	Holyhead Bay.
3 Dec. -	Elizabeth, 7 years -	Barque	338	11	General -	Stranded; total -	4	N.N.W.	12	Holyhead Bay.
3 Dec. -	Scottish Lass, unknown.	Brig[e]	125	6	Coals -	Stranded; partial -	1	N.W.	12	Holyhead Bay.
3 Dec. -	Three Susans, 20 years.	Brig[e]	97	6	Clay -	Stranded; partial -	1	W.N.W.	12	On the beach 2 miles S. off Porthdynllaen Point.
3 Dec. -	St. Catherine, 6 years.	Schooner	107	6	Powder -	Stranded; partial -	1	N.W.	12	Holyhead Bay.
					Cargo. / Ballast. / Unknown.	Total. / Partial.				
	TOTAL -	12	1,604	82	12 / – / –	9 / 3	55			
Skerries and Lambay to Fair Head and Mull of Cantire.										
4 Jan. -	Lady Mary Stewart, New.	Brig[e]	97	5	Salt -	Stranded; partial -	1	S.S.E.	6	Carrack Rock, Port St Mary, Isle of Man.
20 Jan.	Jane Q. Storer, (new).	Barque	600	15	Deals and 1 Passenger.	Stranded; total -	2	W.N.W.	11	North Burbo Bank, Lancashire.
23 Jan. -	Duchess of Lancaster, unknown.	Schooner	165	8	Ballast -	Stranded; total -	7	S.W.	8	Longness, near Castletown.
20 March -	Margaret, unknown	Schooner	96	5	Coals -	Unknown; total -	5	N.N.W.	9	Off Dally Bay, Wigtonshire, 2 miles S.S.W. of Corsill Light.
7 Sept. -	Mona's Queen, 10 years.	Schooner S. S.	214	22	General, and Passengers.	Damage to Hull; partial.	1	W.N.W.	9	5 miles N.W. by N. of the Bell Buoy.
18 Oct. -	Antigua Packet, 50 years.	Brig	282	11	Timber -	Stranded; total -	1	S.W.	6	Off Maryport.
29 Oct. -	Name unknown, unknown.	Smack	Unk.	4	Ballast -	Foundered; total -	4	N.W.	10	Off Drogheda Bar.
3 Dec. -	Friends, unknown	Schooner	75	4	Pig Iron -	Stranded; total -	4	N.W. by W.	11	Off Prestatyn.
3 Dec. -	Gezina Reina, 10 years.	Galliot	89	5	Ballast -	Stranded; total -	4	N.W.	12	West Hoyle Bank.
3 Dec. -	Mary, 3 years -	Schooner	96	6 and 3 Pilots	Oatmeal -	Stranded; total -	9	N.W.	11	Supposed at the back of the North Bank in the Irish Sea.

Wrecks and Casualties (exclusive of Collisions) occasioning Loss of Life (geographically arranged), from the 1st January to the 31st December 1863, inclusive—*continued.*

Date.	Name of Ship, and Age when known.	Description of Vessel.	Tons.	Men.	Cargo.	Nature of Casualty, and whether Total Loss or Partial Damage.	No. of Lives Lost.	Wind. Direction.	Wind. Force.	Place.
Skerries and Lambay to Fair Head and Mull of Cantire—continued.										
4 Dec.	Isabella and Catherine, 20 years.	Schooner	67	4	Oatmeal	Stranded; total	1	N.W.	9	Beggars Patch, Leasowe Light bearing S. by E. distant 1¼ miles.
4 Dec.	John, unknown	Sloop	60	5	Unknown	Foundered; total	5	N.W.	11	Southshore, near Lytham
16 Dec.	Akhera, 5 years	Barque	427	17 and Pilot.	Coals	Loss of Sails, &c.; partial.	1	W.	7	N.W. Light Ship, dist. 2 miles S.E.

				Cargo.	Ballast.	Unknown.	Total.	Partial.	
Total	13	2,268	115	9	3	1	10	3	45

Cape Wrath to Buchan-ness.

21 Jan.	Herring Boat, no name, age unknown.	Smack	Unkn.	5	Herrings	Capsized; total	1	S.W.	12	Off Portgower, Sutherlandshire.
12 April	Genoa, 12 years	Ship	650	14	Coals	Stranded; total	3	S.S.E.	3	Rattray Head, Aberdeenshire.

				Cargo.	Ballast.	Unknown.	Total.	Partial.	
Total	2	650	19	2	–	–	2	–	4

Buchan-ness to Farn Island.

21 April	Hannibal, 1 year	Schooner	64	5	Barley and 1 Passenger.	Foundered; total	3	W.S.W.	8	Off Inchkeith, Frith of Forth.
4 July	Superior, unknown	Sloop	29	2	Iron	Foundered; total	2	E.S.E.	11	St. Andrew's Bay, Fifeshire.
— Oct.	Lady of the Lake, 28 years.	Sloop	49	2	Coals	Foundered; total	2	Unkn.	9	Near the Gaunt Buoy, Frith of Forth.
3 Dec.	Rose, unknown.	Schooner	104	5	Coals	Foundered; total	5	Unkn.	11	30 miles E. of Johnshaven.
17 Dec.	Cygnet, 16 years	Brig	152	7	Coals	Stranded; total	1	N.N.W.	9	Holy Island, Durham.

				Cargo.	Ballast.	Unknown.	Total.	Partial.	
Total	5	398	21	5	–	–	5	–	13

All other Parts of the Coast.

20 Jan.	Name Unknown, unknown.	Brig[e]	180	8	Unknown	Unknown; total	8	N.N.W.	11	Island of Gola, Gweedore Bay.
— Jan.	Bussorah (new)	S.S.	467	33	Ballast	Unknown; total	33	Unknown		Off the Western Islands of Scotland.
5 March	Gipsy, 25 years	Schooner	59	5	Guano	Stranded; total	2	Unknown		Off Copinshay, Orkney near Kirkwall.
17 March	Swiss, unknown	Sloop	30	3	Staves	Stranded; total	2 Fishn.	S.E.	8	Black Point, near Castlegregory, Kerry.
15 Sept.	Gertrudis, unknown	Schooner	98	Say 6	Dried Cod Fish.	Stranded; total	6	Unknown		Off the Island of Schilla, North Uist.
29 Oct.	Pearl, 8 years	Smack	44	4	Coals	Stranded; total	3	W.N.W.	10	Rocks at Dugarry, off Campbeltown.
8 Nov.	Duchess of Gloucester, 35 years.	Brig[e]	73	5	Slates	Abandoned; partial	5	Unknown		Off Rathlin Island, Ireland.
3 Dec.	Providence, 17 yrs.	Schooner	72	5	Coals	Stranded; total	6*	N.NW.	11	Curran Point, Portrush, Antrim.
4 Dec.	Liriope, 7 years	Barque	303	11	Cargo (nature unkn.)	Stranded; total	11	S.W.	9	7 miles S.W. of Clifden, co. Galway.

				Cargo.	Ballast.	Unknown.	Total.	Partial.	
Total	9	1,326	80	7	1	1	8	1	76

* 3 of crew, 2 smacksmen, and 1 coastguard man.

Wrecks and Casualties (exclusive of Collisions) occasioning Loss of Life (geographically arranged), from the 1st January to the 31st December 1863, inclusive—*continued.*

Date.	Name of Ship, and Age when known.	Description of Vessel.	Tons.	Men.	Cargo.	Nature of Casualty, and whether Total Loss or Partial Damage.	No. of Lives lost.	Wind.		Place.
								Direction.	Force.	
					At Sea.					
19 Jan.	Ellen Murray, unknown.	Brig[e]	107	6	Coals	Foundered; total	2	W.S.W.	10	45 miles E.S.E. Lowestoft Light.
20 Jan.	Lady Louisa, 28 years.	Smack	54	7	Ballast	Abandoned; total	2	W. by N.	12	Dogger Bank.
— Jan.	Cimbra, 8 years	Barque	279	10	Wheat	Unknown; total	10	Unknown		In the North Sea.
— Jan.	Polstjernan, unkn.	Brig	138	8	Barley	Unknown; total	8	Unknown		In the North Sea.
— Jan.	Catherine Maria, 7 years.	Schooner	90	6	Linseed; & Passenger.	Unknown; total	7	Unknown		In the English Channel.
— Jan.	Triton, 57 years	Brig[e]	94	5	Coals	Unknown; total	5	Unknown		In the North Sea.
— Jan.	Dorisana, unkn.	Unknown	Unkn.	Unk. say 8	Wheat	Unknown; total	8	Unknown		In the North Sea.
— Jan.	Charlotte, 6 years	Cutter	64	5	Coals	Unknown; total	5	Unknown		In the North Sea.
— Jan.	Swallow, 16 years	Schooner	68	4	Coals	Unknown; total	4	Unknown		In the North Sea.
28 Sept.	Belvedere, 2 years	Smack	38	6	Ballast	Damage to Hull; partial.	2	S.	8	Off the Dogger Bank.
— Oct.	Elisabetta, unkn.	Unknown	Unkn.	10	Ballast	Foundered; total	10	Unknown		In the North Sea.
— Nov.	Mary, unknown (old).	Brig	111	5	Coals	Supposed foundered; total.	5	Unknown		In the North Sea.
— Nov.	Hirondelle, unkn.	Unknown	Unkn.	4	Unknown	Supposed foundered; total.	4	Unknown		In the English Channel.
— Nov.	Equity, 47 years	Brig	248	9	Ballast	Supposed foundered; total.	9	Unknown		In the North Sea.
2 Dec.	Dido, new	Smack	41	6	Fish	Damage to Hull; partial.	1	W.N.W.	10	40 miles E. of Lowestoft.
3 Dec.	Antelope, 19 years	Smack	78	8	Ballast	Foundered; total	8	N.W.	10	In the North Sea.
3 Dec.	Arno, 44 years	Schooner	92	4	Coals	Foundered; total	4	S.W.	11	In the North Sea.
3 Dec.	Ann and Elizabeth, 37 years.	Brig[e]	185	7	Coals	Foundered; total	7	W.	12	In the North Sea between Shields and London.
3 Dec.	Broderick, 77 years	Snow	309	11	Coals	Foundered; total	11	N.W.	11	In the North Sea.
3 Dec.	Cleveland, 52 years	Brig[e]	110	4	Cargo	Foundered; total	4	N.W.	10	In the North Sea.
3 Dec.	Emma Crouch, 4 years.	Smack	47	8	Ballast	Loss of sails; partial.	1	W. by S.	12	In the North Sea.
3 Dec.	Esther, 33 years	Brig	223	8	Coals	Foundered; total	8	W.N.W.	11	In the North Sea.
3 Dec.	Essex, 9 years	Smack	34	6	Ballast	Foundered; total	6	W.S.W.	12	In the North Sea.
3 Dec.	Freidrich Franz, unknown.	Barque	Unkn.	13	Ballast	Abandoned; total	1	W.N.W.	10	Off Dogger Bank.
3 Dec.	Elizabeth, 15 years	Smack	48	8	Ballast	Foundered; total	8	S.W.	11	In the North Sea.
3 Dec.	Gem, 9 years	Brig	168	7	Coals	Foundered; total	7	W.	11	In the North Sea.
3 Dec.	Gihon, 3 years	Smack	35	7	Ballast	Foundered; total	7	S.W.	12	In the North Sea.
3 Dec.	Hope, 53 years	Schooner	99	5	Coals	Foundered; total	5	S.W.	12	In the North Sea.
3 Dec.	I'll Try, 5 years	Smack	37	6	Fish	Dismasted; partial	2	S.S.W.	12	On the Brown Bank, North Sea.
3 Dec.	James, 38 years	Brig	214	8	Coals	Foundered; total	8	W.	11	In the North Sea.
3 Dec.	Leveret, 5 years	Smack	36	6	Fish	Foundered; total	6	S.W.	12	Fishing ground off Yarmouth.
3 Dec.	Lio, 4 years	Barque	240	10	Coals	Leaky, &c.; partial	1	N.W.	12	In the North Sea.
3 Dec.	Marchant, unkn.	Smack	50	8	Ballast	Disabled; partial	1	W.N.W.	11	50 S. by E. of the Leman and Ower.
3 Dec.	North Star, 3 years	Smack	38	7	Ballast	Foundered; total	7	S.W.	12	In the North Sea.
3 Dec.	Osprey, 27 years	Smack	38	6	Ballast	Foundered; total	6	S.W.	12	In the North Sea.
3 Dec.	Rainbow, 5 years	Smack	31	6	Ballast	Foundered; total	6	S.W.	11	In the North Sea.
3 Dec.	Rhine, unknown	Smack	32	6	Ballast	Foundered; total	6	S.W.	11	In the North Sea.
3 Dec.	Rattlesnake, 5 yrs.	Smack	40	5	Ballast	Foundered; total	5	S.W.	11	In the North Sea.
3 Dec.	Ranger, 13 years	Smack	40	6	Ballast	Foundered; total	6	S.W.	11	In the North Sea.
3 Dec.	Spray, 24 years	Barque	237	8	Coals	Foundered; total	8	Var.	12	In the North Sea.
3 Dec.	Twilight, 3 years	Smack	38	7	Ballast	Foundered; total	7	S.W.	11	In the North Sea.
3 Dec.	Three Sisters, 30 years.	Smack	34	6	Fish	Foundered; total	6	S.W.	11	In the North Sea.
3 Dec.	Volunteer, 6 years	Smack	29	6	Ballast	Foundered; total	6	S.W.	11	In the North Sea.
3 Dec.	Violet, 11 years	Smack	52	9	Ballast	Damage to Hull; partial.	1	N.W.	12	In the North Sea.
3 to 7 Dec.	Blonde, 9 years	Barque	389	13	Wheat and Staves.	Abandoned; total	1	N.N.W.	12	In the North Sea.
4 Dec.	Banffshire, unkn.	Schooner	86	6	Barley	Disabled and abandoned; total.	4	N.N.E.	12	In the North Sea.
4 Dec.	Kong Sverre, 22 years.	Brig	200	9	Timber and Deals.	Abandoned; total	1	N. W.	12	In the North Sea.
22 Dec.	Juno, 4 years	Smack	52	8	Ballast	Damage to Hull, &c.; partial	2	N. by W.	9	In the North Sea.

				Cargo.	Ballast.	Unknown.	Total.	Partial.	
Total	48	4,673	341	26	21	1	40	8	249

Table 21. STATEMENT of the Number of Lives lost in certain DISTRICTS OF THE COASTS of the United Kingdom distinguishing those lost off the Coasts at Sea and those lost through Casualties caused by Collisions, during the Five Years ended December 1863.

Districts.	1859.	1860.	1861.	1862.	1863.	Total	Annual Average.
Farn Islands to Flamborough Head	12	25	147	9	3	196	39 1/5
Flamborough Head to the North Foreland	72	107	111	68	54	412	82 2/5
North Foreland to St. Catherine's Point	102	31	49	1	18	201	40 1/5
St. Catherine's Point to Start Point	25	12	1	20	3	61	12 1/5
Start Point to the Land's End	25	12	15	36	7	95	19
Land's End to Hartland Point, including Scilly	145	10	23	29	36	243	48 3/5
Hartland Point to St. David's Head	126	82	33	102	16	359	71 4/5
St. David's Head and Carnsore Point to Lambay Island and Skerries, Anglesea	472	3	90	64	55	684	136 4/5
Skerries and Lambay to Fair Head and Mull of Cantire	537	50	144	44	45	820	164
Cape Wrath to Buchan-Ness	8	44	19	26	4	101	20 1/5
Buchan-Ness to Farn Islands	37	21	9	5	13	85	17
All other parts of the coast	6	62	80	83	76	307	61 2/5
Lives lost on the coast	1,567	459	721	487	330	3,564	712 4/5
Lives lost at Sea off the coast	21	6	74	149	249	499	99 4/5
Lives lost by Collision	59	72	89	54	41	315	63
Total Number of Lives lost	1,647	537	884	690	620	4,378	875 3/5

Table 22. Number of LIVES SAVED from Shipwreck on the Coasts of the United Kingdom during the Years 1856, 1857, 1858, 1859, 1860, 1861, 1862, and 1863, distinguishing the MEANS by which they were saved.

By what means saved.	January.								February.								March.								April.								May.							
	1856	1857	1858	1859	1860	1861	1862	1863	1856	1857	1858	1859	1860	1861	1862	1863	1856	1857	1858	1859	1860	1861	1862	1863	1856	1857	1858	1859	1860	1861	1862	1863	1856	1857	1858	1859	1860	1861	1862	1863
By life boats	43	182	8	26	42	44	22	72	8	6	25	6	60	532	14	5	22	132	18	38	7	32	8	51	12	18	28	23	18	6	134	7	–	14	–	–	19	–	15	6
By rocket and mortar apparatus and assistance with ropes, &c. from shore	19	149	35	2	74	37	52	12	24	–	24	–	24	151	–	4	17	61	30	35	19	29	30	84	36	8	27	34	14	4	99	12	–	2	11	–	29	–	4	23
By luggers, Coast Guard boats, and small craft	57	94	55	55	103	11	53	96	79	162	39	27	55	109	29	21	27	44	112	36	16	45	120	36	46	18	259	23	62	1	23	19	687	8	24	12	84	–	3	55
By ships and steam boats	118	26	17	44	170	114	68	391	44	14	32	144	44	166	44	44	19	37	21	92	23	87	148	41	3	53	46	52	27	29	40	75	15	20	–	5	73	19	58	47
By ships own boats	–	–	–	–	283	221	182	192	–	–	–	–	261	336	203	116	–	–	–	–	145	100	139	101	–	–	–	–	101	29	107	70	–	–	–	–	83	136	103	67
By individual exertion	–	6	–	–	–	1	5	–	12	–	8	–	–	4	2	–	–	–	–	–	–	3	–	3	–	–	7	5	–	–	–	–	1	–	–	–	7	–	–	–
By other means	–	–	–	–	–	48	70	95	–	–	–	–	–	148	17	3	–	–	–	–	–	156	70	25	–	–	–	–	10	14	165	–	–	–	–	–	–	7	6
TOTAL	237	457	115	127	672	476	452	858	167	182	128	177	444	1446	309	193	85	274	181	201	210	452	515	341	97	97	367	137	222	79	417	348	703	44	35	17	295	155	190	204

(*Continued.*)

By what means saved.	June.								July.								August.								September.							
	1856	1857	1858	1859	1860	1861	1862	1863	1856	1857	1858	1859	1860	1861	1862	1863	1856	1857	1858	1859	1860	1861	1862	1863	1856	1857	1858	1859	1860	1861	1862	1863
By life boats	–	5	–	–	23	–	–	16	8	–	7	–	–	12	–	–	–	–	13	7	2	–	–	11	18	2	15	22	22	19	18	19
By rocket and mortar apparatus and assistance with ropes, &c. from shore	4	1	–	–	58	4	8	–	4	4	–	–	–	–	–	8	–	–	–	–	16	–	5	–	61	–	5	27	18	7	14	12
By luggers, Coast Guard boats, and small craft	16	8	16	511	16	2	13	21	13	20	9	7	1	–	44	3	30	6	18	20	29	5	9	9	81	23	18	22	73	9	6	22
By ships and steam boats	–	229	–	7	10	21	26	23	–	–	8	14	4	10	34	8	1	29	31	21	49	31	12	45	128	1	9	43	76	101	59	113
By ships own boats	–	–	–	–	78	83	36	25	–	–	–	–	33	58	37	29	–	–	–	–	50	69	87	75	–	–	–	–	67	100	64	98
By individual exertion	–	–	–	–	1	–	–	–	–	–	2	–	–	–	–	–	–	–	–	–	–	–	–	–	8	–	9	–	–	–	–	–
By other means	–	–	–	–	–	–	3	6	–	–	–	–	–	3	4	28	–	–	–	–	–	14	6	56	–	–	–	–	–	17	12	19
TOTAL	20	243	16	518	186	110	86	91	25	24	26	21	38	83	119	76	31	35	62	48	146	119	119	196	296	25	56	114	256	253	173	283

(*Continued.*)

By what means saved.	October.								November.								December.								TOTAL.							
	1856	1857	1858	1859	1860	1861	1862	1863	1856	1857	1858	1859	1860	1861	1862	1863	1856	1857	1858	1859	1860	1861	1862	1863	1856	1857	1858	1859	1860	1861	1862	1863
By life boats	–	8	16	36	26	–	37	45	219	31	35	79	44	87	14	17	32	–	41	54	63	11	65	256	362	398	206	291	326	743	327	505
By rocket and mortar apparatus and assistance with ropes, &c. from shore	15	12	35	123	55	6	40	49	34	3	40	32	62	173	–	15	48	3	3	7	39	36	58	138	262	243	210	260	408	447	310	357
By luggers, Coast Guard boats, and small craft	59	70	74	106	58	5	51	81	48	43	57	128	89	81	16	71	41	16	38	62	49	30	40	142	1,184	512	719	1,009	635	298	407	576
By ships and steam boats	27	25	63	146	101	75	331	162	35	11	95	129	107	221	93	178	17	63	72	69	85	97	169	373	407	507	394	766	769	971	1,082	1,500
By ships own boats	–	–	–	–	138	101	170	139	–	–	–	–	197	201	194	135	–	–	–	–	109	126	166	407	–	–	–	–*	1,545	1,560	1,488	1,454
By individual exertion	–	–	–	1	5	–	6	4	–	–	–	–	–	9	–	–	7	2	–	–	1	11	–	6	28	5	26	6	14	28	13	13
By other means	–	–	–	–	–	17	66	61	–	–	–	–	–	115	56	61	–	–	–	–	–	49	87	166	–	–	–	–	–*	577	412	691
TOTAL	101	115	188	412	383	204	701	541	336	88	227	368	499	887	373	477	145	84	154	192	346	360	585	1,488	2,243	1,668	1,555	2,332	3,697	4,624	4,039	5,096

* No records kept for former years.

Table 23. List of LIFE BOATS on the Coasts of the United Kingdom, distinguishing the PLACE where each Boat is stationed, and the Persons, Committees, &c., having the MANAGEMENT thereof; geographically arranged.

County in which situate.	Name of Station.	No. of Boats.	Management.
	GREAT BRITAIN.		
Caithness	Thurso	1	National Life Boat Institution.
	Wick	1	British Fisheries.
Elgin	Lossiemouth	1	National Life Boat Institution.
Banff	Buckie	1	Do.
	Banff	1	Do.
Aberdeen	Fraserburgh	1	Do.
	Aberdeen	2	Harbour Commissioners.
Kincardine	Stonehaven	1	Provost and Council.
Forfar	Montrose	1	Harbour Commissioners.
	Arbroath	1	Do.
	Buddoness	1	National Life Boat Institution.
	Broughty Ferry	1	Do.
Fife	St. Andrews	1	Do.
Haddington	North Berwick	1	Do.
Berwick	Berwick	1	Do.
Durham	Holy Island	1	Trinity House, Newcastle.
Northumberland.	N. Sunderland	1	National Life Boat Institution.
	Boulmer	1	Do.
	Alnmouth	1	Do.
	Hauxley	1	Do.
	Newbiggin	1	Do.
	Blyth	2	Harbour Commissioners.
	Cullercoats	1	National Life Boat Institution.
	Shields	3	Harbour Commissioners.
	Tynemouth	1	National Life Boat Institution.
Durham	Whitburn	1	Do.
	Sunderland	3	Harbour Trustees.
	Ditto	2	Seamen.
	Seaham	1	Seamen.
	Hartlepool	4	Harbour Commissioners and Seamen, but subsidized by Board of Trade.
	Hartlepool, W.	1	Harbour Commissioners.
	Seaton Carew	1	National Life Boat Institution.
York	Middlesboro'	1	Do.
	Redcar	1	Do.
	Saltburn	1	Do.
	Whitby	2	Do.
	Robin Hood's Bay.	1	Local Subscribers and Whitby Commissioners.
	Scarborough	1	National Life Boat Institution.
	Filey	1	Do.
	Bridlington	1	Do.
	Hornsea	1	Do.
	Withernsea	1	Do.
	Spurn Point	1	Hull Trinity House.
Lincoln	Donna Nook	1	Lincolnshire Association.
	Theddlethorpe	1	Do.
	Sutton	1	Do.
	Skegness	1	Do.
Norfolk	Blakeney	1	National Life Boat Institution.
	Sherringham	1	Mr. Upcher.
	Cromer	1	National Life Boat Institution.
	Mundesley	1	Do.
	Bacton	1	Do.
	Palling	1	Do.
	Winterton	1	Do.
	Scratby	1	Boatmen.
	Caistor	1	National Life Boat Institution.
	Yarmouth	2	Do.
Suffolk	Gorleston	2	Boatmen.
	Lowestoft	1	National Life Boat Institution.
	Pakefield	1	Do.
	Kessingland	1	Boatmen.
	Southwold	1	National Life Boat Institution.
	Thorpness	2	Do.
	Aldborough	1	Do.
Kent	Margate	1	Boatmen.
	Do.	1	National Life Boat Institution.
	Kingsgate	1	Do.
	Broadstairs	2	Boatmen.
	Ramsgate	2	Harbour Commissioners, but subsidized by Board of Trade.
	Walmer	1	National Life Boat Institution.
	Townshend	1	Do.
	Littlestone	1	Do.
Sussex	Camber	1	Do.
	Winchelsea	1	Do.
	Hastings	1	Do.
	Eastbourne	1	Do.
	Newhaven	1	Do.
	Brighton	1	Do.
	Do.	1	Private.
	Shoreham	1	Harbour Commissioners.
	Worthing	1	Local Committee.
	Selsey	1	National Life Boat Institution.
Hants	Grange	1	Do.
	Brooke	1	Do.
Dorset	Lyme Regis	1	Do.
Devon, South	Exmouth	1	Do.
	Teignmouth	1	Do.
	Plymouth	1	Do
Cornwall	Polkerris	1	Do.
	Lizard	1	Do.
	Porthleven	1	Do.
	Penzance	1	Do.
	Sennen Cove	1	Do.
	St. Ives	1	Do.
	Newquay	1	Do.
	Padstow	1	Do.
	Bude Haven	1	Do.
Devon, North	Appledore	1	Do.
	Braunton Sands	1	Do.
	Ilfracombe	1	Local Committee.
Somerset	Bridgewater	1	Corporation of Bridgewater.
Glamorgan	Penarth	1	National Life Boat Institution.
	Porthcawl	1	Do.
	Swansea	1	Do.
Carmarthen	Burry Port	1	Do.
	Carmarthen Bay.	1	Do.
Pembroke	Tenby	1	Do.
	Fishguard	1	Do.
	St. Dogmaels	1	Do.
Cardigan	Aberystwith	1	Do.
Merioneth	Aberdovey	1	Do.
	Barmouth	1	Do.
Caernarvon	Criccieth	1	Do.

Table 23.—*continued.*

County in which situate.	Name of Station.	No. of Boats.	Management.
GREAT BRITAIN—*continued.*			
Anglesea	Llanddwyn	1	National Life Boat Institution.
	Rhoscolyn	1	Do.
	Holyhead	1	Do.
	Cemlyn	1	Do.
	Moelfre	1	Do.
	Penmon	1	Do.
Carnarvon	Llandudno	1	Do.
Flint	Rhyl	1	Do.
Cheshire	New Brighton	1	Do.
Lancashire	Liverpool	7	Dock Trustees.
	Southport	1	National Life Boat Institution.
	Lytham	1	Do.
	Fleetwood	1	Do.
Cumberland	Whitehaven	1	Harbour Trustees.
	Silloth	1	National Life Boat Institution.
Kirkcudbright.	Kirkcudbright	1	Do.
Ayr	Ayr	1	Do.
	Irvine	1	Do.
	Ardrossan	1	Harbour Commissioners, but subsidized by Board of Trade.
Argyle	Campbelton	1	National Life Boat Institution.
Isle of Man	Castletown	1	Do.
IRELAND.			
Donegal	Greencastle	1	National Life Boat Institution.
Antrim	Portrush	1	Do.
Down	Groomsport	1	Do.
	Tyrella	1	Do.
	Newcastle	1	Do.
Louth	Dundalk	1	Do.
	Drogheda	1	Do.
Dublin	Skerries	1	Do.
	Howth	1	Do.
	Poolbeg	1	Do.
	Kingstown	1	Do.
Wicklow	Wicklow	1	Do.
	Arklow	1	Do.
Wexford	Cahore	1	Do.
	Rosslare Point	2	Do.
	Carnsore	1	Do
Waterford	Tramore	1	Do.
	Dungarvan	1	Do.
	Ardmore	1	Do.
Cork	Youghal	1	Do.
	Ballycotton	1	Do.

	1855.	1856.	1857.	1858.	1859.	1860.	1861.	1862.	1863.
Life Boats	127	124	141	149	158	173	179	179	178

Number of Boats under the management of the National Life Boat Institution, 109 of which are subsidized by the Board of Trade - - - - - - - - 125

Number of Boats under other management, 7 of which are subsidized by the Board of Trade - 53

Total - - - - 178

Note.—During the year 1863 two Boats have been removed from their Stations. One at Sunderland managed by the Harbour Trustees, and one at Scarborough, managed by a Local Committee. One additional Life Boat only has been added this year, viz. at Greencastle. The total number of Life Boats at the end of the year 1863, therefore is one less than the total number at the end of 1862.

Table 24. List of Stations of the ROCKET AND MORTAR APPARATUS on the Coasts of the United Kingdom belonging to the Board of Trade, and in the Charge and Management of the Coast Guard.

County.	Station.	Description of Apparatus.
GREAT BRITAIN.		
Caithness	Scrabster	Rocket.
	Wick	Do.
Elgin	Burghead	Rocket.
Banff	Buckie	Mortar.
	Portsoy	Do.
	Banff	Rocket and Mortar.
Aberdeen	Fraserburgh	Rocket and Mortar.
	Peterhead	Do.
	Colliestown	Mortar.
	Bridge of Don	Rocket and Mortar.
	Aberdeen—	
	N. side of Harbour	Do.
	S. side of Harbour	Do.
	Midway between Harbour and River Don	Do.
Kincardine	Cove Bay	Mortar.
	Stonehaven	Do.
	Johnshaven	Rocket.
Forfar	Montrose	Mortar.
	Uzon	Rocket
	Arbroath	Mortar.
	Westhaven	Rocket.
Fife	Elie	Mortar.
Haddington	North Berwick	Rocket.
	Dunbar	Rocket and Mortar.
Berwick	Redheugh	Rocket.
	Eyemouth	Do.
	Burnmouth	Do.
	Berwick	Mortar.
	Spittal	Rocket.
Durham	Holy Island	Mortar.
	Old Law	Rocket.
Northumberland	Newton	Mortar.
	Craster	Rocket.
	Boulmer	Do.
	Alnmouth	Do.
	Amble	Do.
	Newbiggin	Do.
	Blyth	Rocket and Mortar.
	Seaton Sluice	Rocket.
	Cullercoats	Rocket and Mortar.
	Tynemouth	Do. Do.
	Shields	Do. Do.
Durham	Whitburn	Rocket.
	Marsden	Do.
	Sunderland, S. Pier	Do.
	„ N. Pier	Do.
	„ Sea Outlet	Do.
	„ Watchhouse	Rocket and Mortar.
	Seaham	Rocket.
	Hawthorn Hive	Do.
	Blackhalls	Do.
	Hartlepool	Mortar and Rocket.
	Seaton Carew	Rocket.
Yorkshire	Coatham	Rocket.
	Skinningrove	Do.
	Saltburn	Do.
	Staithes	Do.
	Kettleness	Do.
	Sandsend	Do.
	Whitby	Rocket and Mortar.
	Robin Hood's Bay	Do. Do.
	Burniston	Rocket.
	Scarborough	Rocket and Mortar.
	Cayton	Rocket.
	Filey	Rocket and Mortar.
	Flambro' Head	Do. Do.
Yorkshire—*cont.*	Bridlington	Rocket and Mortar.
	Ulrome	Do. Do.
	Hornsea	Do. Do.
	Mappleton	Rocket.
	Aldborough	Do.
	Sandlemere	Rocket and Mortar.
	Holmpton	Rocket.
	Easington	Do.
Lincoln	Saltfleet	Mortar.
	Theddlethorpe	Do.
	Huttoft	Do.
	Chapel	Do.
	Skegness	Do.
Norfolk	Weybourne	Rocket and Mortar.
	Sherringham	Do. Do.
	Cromer	Do. Do.
	Side-Strand	Rocket.
	Mundesley	Rocket and Mortar.
	Bacton	Do. Do.
	Hasboro'	Do. Do.
	Palling	Do. Do.
	Winterton	Do. Do.
	Caistor	Do. Do.
	Great Yarmouth	Do. Do.
Suffolk	Gorleston	Mortar.
	Corton	Rocket and Mortar.
	Lowestoft	Do. Do.
	Kessingland	Do. Do.
	Southwold	Do. Do.
	Misner Haven	Rocket.
	Sizewell Gap	Mortar.
	Thorpness	Rocket.
	Aldborough	Mortar.
	Orfordness	Rocket.
	Orford Haven	Mortar.
	Landguard Fort	Do.
Kent	Kingsgate	Rocket.
	Ramsgate	Mortar.
	St. Margaret's Bay	Rocket.
	Casemates	Mortar.
	Folkestone	Rocket.
	24 Tower	Mortar.
	Littlestone	Rocket.
	No. 2 Battery	Do.
	Dungeness	Do.
	Lydd	Do.
Sussex	Jury's Gap	Rocket.
	Camber	Do.
	31 Tower	Do.
	Hastings	Do.
	39 Tower	Mortar.
	Eastbourne	Rocket.
	Birling Gap	Mortar.
	Blatchington	Do.
	Greenway	Do.
	Brighton	Rocket.
	Shoreham	Do.
Hants	Ventnor	Rocket.
	Reeth	Do.
	St. Catherine's Point	Do.
	Atherfield	Do.
	Brixton	Do.
	Brooke	Do.
	Barton Cliff	Do.
	Tuckton	Do.
Dorset	Swanage	Rocket.
	St. Alban's Head	Do.
	Kimmeridge	Do.
	Abbotsbury	Do.
	Burton	Mortar.
	Bridport	Do.
	Lyme	Do.

Table 24—*continued.*

County.	Station.	Description of Apparatus.
	GREAT BRITAIN—*continued.*	
Devon, South	Axmouth	Rocket.
	Sidmouth	Rocket and Mortar.
	Budleigh Salterton	Rocket.
	Paignton	Mortar.
	Torcross	Do.
	Rickham	Rocket.
	Challabro	Do.
	Port Wrinkle	Do.
Cornwall	St. George's Cove	Rocket.
	Polruan	Do.
	Lizard	Do.
	Mullion	Do.
	Porthleven	Do.
	Prussia Cove	Do.
	Penzance	Mortar and Rocket.
	Mousehole	Rocket.
	Sennen Cove	Do.
	St. Mary's, Scilly	Do.
	Pendeen Cove	Do.
	St. Ives	Do.
	Portreath	Mortar.
	St. Agnes	Rocket.
	Mawgan Porth	Do.
	Newquay	Do.
	Padstow Watch-house	Do.
	Harbour Cove	Mortar.
	Trevose Head	Rocket.
	St. Trebeatherick	Mortar.
	Port Isaac	Do.
	Boscastle	Rocket.
	Budehaven	Do.
Devon, North	Clovelly	Mortar.
	Appledore	Rocket.
	Braunton Sands	Mortar.
	Morthoe	Rocket.
	Ilfracombe	Mortar.
	Lynmouth	Do.
Glamorgan	Penarth	Rocket.
	Barry Island	Mortar.
	Porthcawl	Rocket.
	Mumbles	Do.
	Oxwich	Do.
Carmarthen	Burry Port	Mortar.
Pembroke	Tenby	Rocket.
	Castle Tank	Mortar.
	Angle	Do.
	St. David's	Do.
	Goodwich	Rocket.
	Newport	Do.
	St. Dogmaels	Rocket and Mortar.
Anglesea	Holyhead	Mortar and Rocket.
	Amlwch	Rocket.
Lancashire	Norbreck near Blackpool	Rocket.
	Piel	Do.

County.	Station.	Description of Apparatus.
	GREAT BRITAIN—*continued.*	
Cumberland	Whitehaven	Rocket & Mortar.
	Maryport	Rocket.
Wigtown	Port Logan	Rocket.
	Port Patrick	Rocket & Mortar.
	Drumore	Rocket.
	IRELAND.	
Down	Groomsport	Mortar.
	Roddens	Do.
	Annalong	Rocket.
Louth	Clogher	Rocket.
Dublin	Balbriggan	Rocket.
	Skerries	Do.
	Portrane	Do.
	Malahide	Do.
	Howth	Do.
	Kingstown	Rocket & Mortar.
Wicklow	Greystones	Rocket.
	Wicklow	Do.
	Arklow	Do.
	Kilmichael	Do.
Wexford	Courtown	Rocket.
	Cahore	Do.
	Morris Castle	Do.
	Curracloe	Do.
	Rosslare	Do.
	Carnsore	Do.
	Kilmore	Do.
	Bar of Lough	Do.
	Fethard	Do.
Waterford	Ballymacaw	Mortar.
	Bonmahon	Do.
	Ardmore	Rocket.
Cork	Youghal	Rocket.
	Ballycotton	Do.
	Poor Head	Do.
	Robert's Cove	Do.
	Oyster Haven	Do.
	Old Head of Kinsale	Do.
	Courtmacsherry	Do.
	Barry Cove	Do.
	Dirk Cove	Do.
	Milk Cove	Do.
	Castletownsend	Do
	Baltimore	Do.
	Crookhaven	Do.
Kerry	Knightstown	Rocket.
	Dingle	Do.
Donegal	Killybegs	Do.
	Portnoo	Do

Number of Stations.	1857.	1858.	1859.	1860.	1861.	1862.	1863.
In England and Wales	141	157	157	166	169	170	170
In Ireland	34	37	37	41	41	42	43
In Scotland	23	22	22	26	25	26	26
Total	**198**	**216**	**216**	**233**	**235**	**238**	**239**

Note.—During the Year 1863, new Stations were established at Newport (Pembrokeshire), and Killybegs (Donegal), and the Apparatus Station at Neath (Glamorganshire), was abolished.

Table 25. LIST of STATIONS on the Coasts of the United Kingdom to which LIFE BELTS have been supplied.

County.	Station.	Belts.	Lines.
GREAT BRITAIN.			
Shetland	Lerwick	5	5
Banff	Portsoy	2	2
Aberdeen	Gardenstown	5	5
	Rattray	5	5
	Peterhead	6	6
Kincardine	Katerline	5	5
	Johnshaven	2	2
Forfar	Uzon	5	5
	Redcastle	2	2
	Westhaven	2	2
Fife	Fife Ness	2	2
	Elie	5	5
Haddington	Dunbar	5	5
Berwick	Redheugh	2	2
	Burnmouth	5	5
Northumberland	Newton	5	5
	Craster	5	5
Yorkshire	Staithes	5	5
	Flambro' Head	5	5
	Bridlington Quay	6	6
	Hornsea	5	5
	Sandlemere	5	5
Lincoln	Cleethorpes	3	3
	Donna Nook	5	5
	Saltfleet	5	5
	Sutton	5	5
	Chapel	5	5
Norfolk	Burnham	5	5
Suffolk	Misner Haven	5	5
	Sizewell Gap	2	2
	Orfordness	7	7
	Orford Haven	4	4
	Woodbridge Haven	5	5
Essex	Harwich	5	5
	Walton Gap	2	2
	Clacton Wash	2	2
	Bradwell	4	4
Kent	Garrison Point	5	5
	Shellness	5	5
	St. Nicholas	5	5
	Kingsgate	5	5
	St. Margaret's Bay	5	5
	27 Tower	5	5
	Dungeness	7	11
	No. 1 Battery	5	5
	Lydd	5	5
	Jury's Gap	5	5
Sussex	Galley Hill	4	4
	Birling Gap	5	5
	Blatchington	5	5
	Greenway	5	5
	Black Rock	5	5
	Brighton	5	5
	Hove	5	5
	Lancing	5	5
	Chichester Harbour	5	5
Hants	Woolston	5	5
	Totlands Bay	5	5
	Atherfield	5	5
	Tuckton	5	5
	Christchurch	5	5
	Bournmouth	5	5
	Flag Head	5	5
Dorset	Kimmeridge	5	5
	Osmington	5	5
	Fleet	5	5
	Charmouth	4	4
Devon	Beer	5	5
	Budleigh Salterton	5	5
	Salcombe	5	5
	Hope Cove	5	5
	Challabro'	5	5
	Bovisand	5	5
Cornwa	Polperro	5	5
	Mevagissey	5	5
	Coverack	5	5
	Cadgwith	5	5
	Mullion	5	5
	St. Mary's, Scilly	6	6
	St. Agnes, Scilly	4	4
	Pendeen	5	5
	Portreath	5	5
	St. Agnes, Cornwall	5	5
	Port Isaac	5	5
	Boscastle	5	5
Somerset	Minehead	5	5
Glamorganshire	Barry	3	3
	Mumbles	6	6
	Oxwich	2	2
Pembrokeshire	Pembroke Dock	2	2
Cardigan	New Quay	5	5
Carnarvon	Carnarvon	5	5
Anglesea	Amlwch	5	5
Cheshire	Hoylake	5	5
Lancashire	Waterloo	5	5
	Morecambe	5	5
Cumberland	St. Bees	2	2
	Whitehaven	2	2
	Harrington	1	1
	Workington	1	1
	Maryport	2	2
	Allonby	2	2
Isle of Man	Douglas	5	5
	Peel	5	5
Kirkcudbright	Southerness	5	5
Wigtown	Dromore	2	2
	Port Patrick	2	2
	Cairnryan	3	2
	Stranraer	2	2
Argyle	Lamlash, Isle of Arran	2	2
Ayr	Ardrossan	2	2
Renfrew	Gourock	1	1
IRELAND.			
Antrim	Port Rush	5	5
	Port Ballintoy	5	5
	Ballycastle	5	5
	Glenarme	5	5
	Larne	5	5
	Port Muck	5	5
	Carrickfergus	5	5
	Whitehouse	5	5
Down	Orlock	3	5
	Donaghadee	5	7
	Millisle	3	5
	Roddens	10	5
	Cloghy	6	5
	Tara	5	5
	Gunn's Island	5	5
	Ardglass	5	5
	Annalong	5	5
	Leestones	5	5
	Cranfield Point	3	3

Table 25—*continued.*

County.	Station.	Belts.	Lines.
	IRELAND—*continued.*		
Louth	Cooley Point	2	2
	Dunany Point	2	2
	Clogher Head	2	2
Meath	Nanny Water	5	5
Dublin	Balbriggan	5	5
	Skerries	1	1
	Lambay Island	5	5
	Baldoyle	5	5
	Sutton	5	5
	Clontarf	5	5
Wicklow	Five Mile Point	5	5
	Jack's Hole	5	5
Wexford	Kilmichael	2	2
	Ballymoney	5	5
	Courtown	2	2
	Morris Castle	6	6
	Curracloe	6	6
	Ballygeary	5	5
	Kilmore	2	2
	Bar of Lough	5	5
	Fethard	2	2
Waterford	Dunmore, East	5	5
	Ballynacourty	5	—
	Helwick Head	5	5
Cork	Knockadoon	5	5
	Ballycroneen	6	6
	Poorhead	2	2
	Robertscove	2	2
	Howstrand	5	5
	Dunny Cove	2	2
	Skull	5	5
	Castletown	5	5
Kerry	Ferriters Cove	5	5
	Ballydavid	5	5
	Brandon	5	5
Clare	Ballyvaughan	2	2
Galway	Ardfry	5	5
	Barna	5	5
	Arran	4	4
	Spiddle	2	2
	Lettermore	5	5
Mayo	Ballyglass	5	5
Sligo	Portavad	5	5
Donegal	Killybegs	5	5
	Arranmore	3	2
	Gweedore	5	2
	Innisbofin	5	5
	Knockallow	5	5
	Malin Head	5	5
	Greencastle	7	7

SUMMARY.

	Stations.			Belts.			Lines.		
	1861.	1862.	1863.	1861.	1862.	1863.	1861.	1862.	1863.
In England and Wales	25	54	89	106	250	408	106	253	412
In Ireland	30	48	69	77	145	307	77	140	298
In Scotland	7	12	23	23	39	77	23	39	76
Total	62	114	181	206	434	792	206	432	786

Table 26. Sums paid out of the MERCANTILE MARINE FUND TOWARDS SAVING LIFE FROM SHIPWRECK, distinguishing Payments to Crews of LIFE BOATS, and Rewards and Gratuities to FISHERMEN and others, and Sums paid for the Maintenance of the MORTAR AND ROCKET APPARATUS.

By the 459th section of the "Merchant Shipping Act, 1854," Salvage for Life is paid in priority to all other claims for Salvage, and the Board of Trade is empowered to grant remuneration out of the Mercantile Marine Fund to persons saving Life where such Salvage is insufficient; and by the 418th section of that Act the Board of Trade is also empowered to grant sums for establishing and maintaining Life Boats, with the necessary crews and equipments, on the coasts of the United Kingdom; under the sections quoted, the following sums have been granted during the past year, and paid in part direct by the Board of Trade, and partly through the medium of the Royal National Life Boat Institution, as distinguished below.

Month in which Payment made.	Payments to Crews of Life Boats for Exercise, and Coxswains' salary.		Payments to Crews of Life Boats for Services at Wrecks.		Rewards and Gratuities to Fishermen and others.		Payments for providing and maintaining Rocket and Mortar Apparatus.	Total Payments.
	By Board of Trade direct.	By Board of Trade through National Life Boat Institution.	By Board of Trade direct.	By Board of Trade through National Life Boat Institution.	By Board of Trade. direct.	By Board of Trade through National Life Boat Institution.		
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
January	32 5 0	490 10 0	200 0 0	387 18 1	58 5 0	—	709 4 1	1,878 2 2
February	—	—	—	—	119 10 0	—	32 16 9	152 6 9
March	—	—	71 0 0	—	10 0 0	—	256 6 5	337 6 5
April	26 1 0	—	—	—	24 8 0	—	542 13 8	593 2 8
May	—	495 0 0	—	—	88 0 0	—	6 13 6	398 6 2
June	—	—	—	303 12 8	—	—	52 19 10	547 19 10
July	26 1 0	495 0 0	—	95 4 6	3 0 0	—	167 16 1	787 1 7
August	—	—	—	—	10 0 0	—	455 4 0	465 4 0
September	—	—	31 16 0	—	—	—	39 14 11	71 10 11
October	22 5 0	495 0 0	—	81 1 6	13 10 0	—	326 7 5	938 3 11
November	—	—	—	—	17 0 0	—	341 15 0	358 15 0
December	3 16 0	—	59 10 0	—	27 7 0	—	106 5 2	196 18 2
Total in 1863	110 8 0	1,975 10 0	362 6 0	867 16 9	371 0 0	—	3,037 16 10	6,724 17 7
Total in 1855	11 0 0	571 3 8	60 0 0	141 10 6	128 0 0	325 12 6	—	1,237 6 8
Total in 1856	29 19 0	744 10 0	—	285 10 8	149 10 0	179 4 0	—	1,388 13 8
Total in 1857	45 4 0	802 7 5	13 0 0	188 16 0	137 0 7	254 15 0	2,751 15 11	4,192 18 11
Total in 1858	40 15 0	1,113 11 11	6 10 0	319 9 6	311 19 6	71 0 0	2,024 17 7	3,888 3 6
Total in 1859	70 16 0	1,309 10 0	8 10 0	686 16 0	377 17 6	—	1,943 7 0	4,396 16 6
Total in 1860	105 3 0	1,484 10 0	—	952 3 3	813 5 6	—	2,456 15 8	5,811 17 5
Total in 1861	242 5 0	1,751 0 0	296 0 0	1,076 3 2	753 16 6	—	2,246 6 4	6,365 11 0
Total in 1862	166 3 0	1,876 10 0	88 10 0	809 3 10	449 14 9	—	2,239 13 5	5,629 15 0
Total for 9 Years	821 13 0	11,628 13 0	834 16 0	5,327 9 8	3,492 4 4	830 11 6	16,700 12 9	39,636 0 3

NOTE.—In addition to the total sums paid as above, further sums were paid by the Board of Trade to the National Life Boat Institution in aid of their funds, as follows :—

	£ s. d.
In 1856	961 13 4
In 1857	827 15 4
In 1858	634 19 8
In 1859, in aid of establishing new Life Boats	200 0 0
In 1860 ditto	50 0 0
In 1861 ditto	50 0 0
In 1862	100 0 0
Total	£2,824 8 4

Table 27. List of PERSONS, Subjects of GREAT BRITAIN and its Dependencies, to whom REWARDS have been granted by the BRITISH GOVERNMENT for gallant Services in SAVING LIFE FROM SHIPWRECK, &c., during the Year 1863; distinguishing, I. Services rendered at Sea by one Ship to another, or to the Crew of another; II. Services rendered by Fishing Smacks and Salvage Smacks; and III. Services rendered by Boats from the Shore, or by Lines from the Shore, or by Swimming, or by putting off from Shore, Chronologically arranged according to the Dates of Service.

NOTE.—The rewards granted in the case of services rendered at sea and abroad are paid for out of a Parliamentary vote, and where Foreigners are concerned are determined and given by the Foreign Office and the Board of Trade. The rewards given for services rendered on the Coasts of the United Kingdom are paid for out of the Mercantile Marine Fund, and are determined and given by the Board of Trade.

I.—Services rendered at Sea by one Ship to another, or to the Crew of another.

Names of Persons.	Nature of Services rendered.	Date of Services rendered.	Description of Reward granted.	Out of what Fund granted.
Captain Philip Gallienne, master of the schooner "Favorite," of Jersey.	Rescuing from their disabled vessel at great risk, the master and crew (six persons in all) of the "Gold Hunter" of Halifax, N.S., and landing them at Arrichat, Cape Breton.	Nov. 8, 1859 -	A telescope, value *5l. 15s. 6d.*	Public vote.
The master and crew of the "Jane Gardner."	Picking up in a long boat and landing at Douglas, the master and crew of the "Black Eagle," which had foundered off the Calf of Man. In performing this service the "Jane Gardner" lost her main boom and boat.	Oct. 22, 1862 -	*3l.* to be divided amongst them.	Mer. Mar. Fund.
Owners of do. for damage to vessel.		- - -	*17l.* - -	
David Baird, master of the schooner "Thistle."	The ship "Countess of London," and the brig "Dykes" having been wrecked off Anticosta, and the Captains and a portion of their crews remaining on the island, Captain Baird proceeded there with his schooner and a whale boat for the purpose of bringing them away. The weather was very severe, and after making an ineffectual attempt to land, in which their whale boat was stove in, they were informed from the shore that the men had left in a schooner for Quebec, in consequence of which he returned to Gaspé Basin without accomplishing his purpose.	Nov. 1, 1862 -	*20l.* - -	Public vote.
Captain Jno. Glass, master of the brig "Dante" of Greenock.	Receiving on board the "Dante," the crew and passengers (33 persons) of the ship "Levanter" of St. John's, N.B., which when fallen in with in lat. 41° N., long. 28° W., was in a sinking state. MacFarlane and Redondo rendered an important service in going off to the wreck in a heavy gale, and assisting to rescue the ship's crew.	Dec. 1862 - -	A telescope, value *5l. 5s.*	Public vote.
Peter McFarlane, 2d mate		- - -	A quadrant, value *4l.*	
Peter Redondo, cook -		- - -	*2l.* - - -	
Wm. Pyman, mate -	The "Eugenie" S.S. fell in with the brig "Bromleys" of Shields in a thoroughly disabled state off the mouth of the Elbe, and being unable to take her in tow, sent a boat manned by Pyman and the men named in the margin, who, at great risk from the heavy sea running, took off the crew and placed them on board the "Eugenie," in which they were conveyed to Hamburg.	Dec. 27, 1862 -	*2l.*	Public vote.
Jno. Woods - -		- - -		
Jno. Vinter - - -		- - -	*1l.* each - - -	
Richard Harvey - -		- - -		
Seamen of the "Eugenie" S.S. of Grimsby.		- - -	*1l. 10s.* for subsistence.	

Names of Persons.	Nature of Services rendered.	Date of Services rendered.	Description of Reward granted.	Out of what Fund granted.
The master, crew, and pilot of the "Auxiliar" of Shields.	The brig "Gipsy" of Sunderland, having foundered in the North Sea, the crew took to their boat from which they were rescued by the barque "Auxiliar" of Shields, and landed five days afterwards at Yarmouth.	Jan. 21, 1863 -	5*l.* to be divided amongst them.	Public vote.
Captain John Pollard, master of the "Ann" of South Shields. Owners, for damage sustained by vessel.	Rescuing at great risk, during a hurricane from the W., the crew of the schooner "Lebanon" of Dundee. She had sprung a leak, and was in a sinking state 50 miles off St. Abb's Head. In performing this service the "Ann" sustained much damage, and lost her boat, &c.	Jan. 26, 1863 -	A telescope, value 5*l.* 15*s.* 6*d.* 48*l.* 4*s.* 7*d.*	Public vote.
Captain Edward Durkey, master of the barque "Susan M. Dudman" of Yarmouth, N.S.	The brig "Sugana" of Liverpool, N.S., having encountered heavy gales, sprung a serious leak and was in a sinking state, when she was fallen in with by the British barque "Susan M. Dudman," which after laying by her for some time succeeded in rescuing the master and crew (18 persons in all), and landed them at New York on the 6th March.	Feb. 25, 1863 -	A telescope, value 5*l.* 15*s.* 6*d.*	Public vote.
Captain Wm. Hall, master of the ship "Coleroon" of Sunderland.	Rescuing from their sinking vessel the master and crew of the schooner "Arbutus" of Southampton, four days outward-bound from Cardiff for Lisbon, subsisting them for ten days, and landing them at London. The owners made no claim for subsistence.	May 4, 1863 -	A telescope, value 5*l.* 15*s.* 6*d.*	Public vote.
Wm. Sykes Janisser, master of the "Alfred" of Shoreham.	Rescuing from their sinking vessel in lat. 44° 16′ N., long. 7° 18′ W., the master and crew (six in all) of the schooner "Camilla" of Dartmouth. The shipwrecked seamen were subsequently placed on board the Spanish steamer "America," and landed at Corunna.	June 10, 1863 -	A telescope, value 5*l.* 15*s.* 6*d.*	Public vote.
Captain Jno. Graham, master of the ship "Cambria" of Greenock.	Rescuing from their sinking vessel the master and crew (14 in all) of the barque "Perthshire" of Ardrossan, providing subsistence for 22 days, and landing them at Quebec.	Sept. 19, 1863 -	A telescope, value 5*l.* 15*s* 6*d.*, and usual allowance for subsistence.	Public vote.

II.—Services rendered by Fishing Smacks and Salvage Smacks at Sea.

James Andrews, master of the "Sobriety" of Ramsgate. The crew (4 men) -	Rescuing at great risk from their sinking vessel the crew (five in number) of the "Experiment" of Exeter, subsisting them for three days, and landing them at Ramsgate.	Oct. 20, 1862 -	2*l.* and 1*l.* for subsistence. 10*s.* each. - -	Mer. Mar. Fund.
Master and crew of smack "Pheasant" of Colchester. For damage to cable -	The brig "Sarah" of North Shields stranded on the Burrows Sand, and the master and crew (seven in number) took to the long-boat, from which they were rescued at great risk by the smack "Pheasant" of Colchester, and landed at Southend.	Dec. 20, 1862 -	5*l.* to be divided amongst them. 5*l.* - - -	Mer. Mar. Fund.
Harvey Carder, master - Chas. Cross - - John Knight - - Danl. Brown - - John Brown - - Daniel Cadiner - - Seamen of the smack "Scout" of Colchester.	The French brigantine "Marie Amelie," during a heavy gale, struck upon the Long Sand and foundered. Three of her crew perished, and three others clung to the masts from which they were taken at much risk by the smack's boat, manned by the master and three of his crew.	Jan. 2, 1863 -	1*l.* each - - 10*s.* each - -	Mer. Mar. Fund.

Names of Persons.	Nature of Services rendered.	Date of Services rendered.	Description of Reward granted.	Out of what Fund granted.
Robt. Leyman, master Geo. Woodgate Geo. Graham Geo. Dawlay Jos. Pitman Of the smack "Hopeful" of Hull.	The brig "Lady Seaham," coal laden, on her voyage from Seaham to London, became leaky about 70 miles west of Spurn. She was seen at day break by the crew of the "Hopeful," which made towards her, and after several ineffectual attempts from the heavy sea that was running the "Hopeful" took the crew off in her boat; after receiving every attention they were landed at Hull. To render this service the "Hopeful" had to leave the fishing ground. Her main boom was carried away and her tiller broken.	Jan. 21, 1863	5*l.* to crew and 5*l.* for damage sustained.	Public vote.
John Wheeler, master James Waters Chas. Lingard Wm. Mitchell Geo. Day Wm. Dotson Crew of the smack "Vixen" of Yarmouth.	Rescuing with much risk the crews of the "James and Agnes" of Newcastle, and the "Spray" of Colchester, and landing them at Great Yarmouth.	Jan. 21, 1863	2*l.* 15*s.* 2*l.* 5*s.* 2*l.* 1*l.* 10*s.* 1*l.* 10*s.*	Public vote.
The crew of the smack "Alice" of Grimsby.	Bearing down to the assistance of the brig "Margaret" of Whitby, in distress about 90 miles S.W. by W. of Flamborough Head. Finding it impossible to save the ship, her crew were taken on board and conveyed to Grimsby.	Jan. 22, 1863	10*l.* to be divided amongst them.	Public vote.
The master and crew of the smack "Rainbow" of North Yarmouth.	Taking from the schooner "Joys" of Hull, in a very leaky state, the crew (five persons) of the brig "St. George," of Sunderland, foundered in the North Sea. The rescued men were landed at North Yarmouth.	Jan. 22, 1863	5*l.* to be divided amongst them.	Public vote.
The master and crew of fishing boat 1789 of Wick.	The fishing boat 1523 of Wick, having hauled her nets, was swamped and carried out to sea in her endeavour to return to Helmsdale. The crew of No. 1789 immediately proceeded to the rescue of the crew and succeeded in saving four of them, the other being unfortunately drowned.	Jan. 23, 1863	1*l.* each	Mer. Mar. Fund.
James Bennett, master Wm. C. Bennett Wm. Simmons Horace Webb Richd. Goward Seamen of the smack "Lady of the Lake" of London.	The schooner "Brutus" of Aberdeen lost her masts and became disabled in the North Sea. She was fallen in with about 120 miles from the Naze of Norway by the smack "Lady of the Lake," the master of which vessel sent a boat manned by the seamen mentioned in the margin, who at considerable risk took off the crew, and placed them on board the smack in which they were conveyed to Stavenger.	Jan. 24, 1863	10*l.* 1*l.* each	Public vote.
Master and crew of the smack "Star."	The brig "Caroline Sanity" was observed by the crew of the smack "Star" driving towards the Netherlands coast during a strong gale from the W.N.W., with masts and gear all gone except the lower foremast. Being unable to render her any assistance the smack received her crew on board and conveyed them to Lowestoft.	Jan. 25, 1863	6*l.* to be divided amongst them.	Public vote.

Names of Persons.	Nature of Services rendered.	Date of Services rendered.	Description of Reward granted.	Out of what Fund granted.
Henry Maddick, master W. Thompson, apprentice Of the smack "Ruby" of Hull.	The schooner "Ganymede" was in a disabled state in the North Sea when she was fallen in with by the "Ruby," the master of which vessel launched his boat and with his apprentice proceeded to the sinking vessel and took off her crew. The risk was very great, and each of the seamen on board the "Ruby" refused to accompany the master.	Jan. 28, 1863 - - -	A bronze medal and 5*l.* A bronze medal and 2*l.*	Public vote.
Master and crew of the smack "Violet" of Woodbridge.	The schooner "Hastings" of Rye was in distress on the Dogger Bank, when the "Violet" fell in with her, and being unable to board her lay by her five days when at great risk she took off the crew and conveyed them to Aldeburgh, providing them with subsistence for three days.	Feb. 3, 1863	5*l.* to be divided amongst them, and 10*l.* for subsistence and loss of time.	Public vote.
The master and crew of the fishing smack "Brest" of Liverpool.	Rescuing at great risk, owing to the violence of the wind and sea, the crew of the fishing smack "Caroline" of Aberystwith, which foundred six miles W.N.W. of the Great Orms Head.	Sept. 19, 1863	5*l.* to be divided amongst them.	Mer. Mar. Fund.
The master and crew of the smack "Marco Polo."	Rescuing from a boat with much risk the crew (five in number) of the brig "Eliza" of Whitby, stranded on the Long Sand.	Oct. 1, 1863	5*l.* to be divided amongst them, and 1*l.* 10*s.* for damage to boat.	Mer. Mar. Fund.
Crew of the fishing smack "Superior" of Hull.	Rescuing from their sinking vessel, when off the Dogger Bank, the master and crew of the brig "Alpha" of London, and landing them at Hull. In performing this service the "Superior" abandoned her fishing cruise and thereby sustained pecuniary loss.	Oct. 28, 1863	10*l.* to be divided amongst them for loss of time, &c.	Public vote.
Chas. Butterfield, master, and five of the crew of the smack "Alfred" of London.	During a very heavy gale the smack "Alfred," on her fishing ground 50 miles from the Spurn, saw the brig "John and Jane"	Dec. 3, 1863	10*l.* to be divided amongst them.	Public vote.
Jacob Wiseman, mate Thos. Clarke Chas. Jones Seamen.	of Shields in distress on her beam ends with loss of mainmast, &c. The smack immediately bore down to her, and	- - - - - - - - -	2*l.* each.	
Owners of smack	finding her sinking dispatched a boat manned by Wiseman, Clark, and Jones, which took off the crew and conveyed them to the smack in which they proceeded to Grimsby. The smack was obliged to leave the fishing ground to land the men.	- - -	14*l.* 6*s.*, viz., 10*l.* for loss of fishing, 2*l.* for damage to boat, &c., 2*l.* 6*s.* for subsistence.	
The master and crew of the smack "Secret" of Hull.	Rescuing from the barque "Olinda" of Shields, (which was in a sinking state, and subsequently foundered in the North Sea about 60 miles E.S.E. of Cromer,) the master and crew (10 persons) and conveying them to Hull. To perform this service the "Secret" had to leave the fishing ground.	Dec. 4, 1863	10*l.* to be divided amongst them, and 1*l.* 10*s.* for damage to boat.	Public vote.

III.—Services rendered by Boats from the Shore, or by Lines from the Shore, or by Swimming or putting off from the Shore.

Names of Persons.	Nature of Services rendered.	Date of Services rendered.	Description of Reward granted.	Out of what Fund granted.
Mrs. Janet Noble, widow of Alexander Noble, coxswain of Fraserburgh lifeboat.	During a violent gale of wind the Fraserburgh life boat put off to the assistance of a vessel in distress, but which succeeded in making sail, and getting out of danger before the boat could reach her. The boat in returning to the shore was struck by a heavy sea, and the coxswain sustained severe injuries about the chest, from which he subsequently died.	Oct. 3, 1860 -	*5l.* - - - A similar sum was also given to Mrs. Noble by the Royal National Lifeboat Institution.	Mer. Mar. Fund.
William Wilkie and 11 other men, residents at Burrafirth, Shetland.	Putting off in a boat and rescuing the mate and one of the crew of the schooner "Maria Key," which, in attempting to make Burrafirth, had missed stays, and had been driven on the the rocks and became a wreck. The master and two of the crew had previously been washed off the rocks and drowned.	Dec. 4, 1862 -	10*s.* each - -	Mer. Mar. Fund.
Crew of the lifeboat "Prince Albert."	The barque "Sea Swallow" of Sunderland got upon the middle of the Cross Sand during a heavy gale. A heavy sea breaking over her, she lurched and went down, the captain, mate, and a seaman being drowned. The survivors got into the boat, and were picked up by the crew of the lifeboat which had gone to their assistance, over the Barber and Scroby Sands, with great difficulty and risk. The lifeboat then made for Lowestoft.	Jan. 19, 1863 -	1*l.* 10*s.* each. - -	Mer. Mar. Fund.
Thomas Hunter and 15 other men who formed the crew of the Kessingland lifeboat.	The "Naples Packet," from North Shields for Rochester, laden with coals, was run into by a barque while at anchor in Aldborough Bay, when she lost her bowsprit and parted from her cable, and became wholly unmanageable. The crew of the lifeboat seeing her position went off to her, remained by her some time, and finding it impossible to save her took off her crew and landed them at Lowestoft.	Jan. 20, 1863 -	10*s.* each - -	Mer. Mar. Fund.
James Blake, master, and the crew of a steam tug.	Proceeding to sea in a heavy gale from W.N.W. to rescue crew of the fishing smack "Lad" of Wexford, dismasted and disabled off the Long Bank. The boat and crew were taken into Wexford. The crew would, in all probability, have perished but for this timely assistance.	Feb. 4, 1863 -	*5l.* to be divided amongst them.	Mer. Mar. Fund.
Crew of the pilot boat "Gratitude" of Stroma.	The crew of the pilot boat seeing a vessel ashore on the Little Pentland Skerry, bore down to her, and succeeded, at some risk to themselves, in taking from a rock three of the crew of the schooner "Lady Duffus" of Wick, which had gone ashore and become a wreck on the previous day.	Feb 17, 1863 -	*5l.* - -	Mer. Mar. Fund.

Names of Persons.	Nature of Services rendered.	Date of Services rendered.	Description of Reward granted.	Out of what Fund granted.
Henry Carr Thomas Wickham Thomas Hackett All fishermen.	Putting off in a fishing coble in a heavy surf, and at some risk rescuing from their sinking vessel the crew of the smack "Nymph" of Wexford.	Mar. 20, 1863	10*s.* each	Mer. Mar. Fund.
Crew of "Garland" Crew of "Robert Clothier" Crew of "Globe" Crew of "Lufton" Owners of "Lufton" Do. of "Globe"	The Hanoverian schooner "Meindina," from Cardiff for Leith, laden with railway iron, stranded on the Goodwin Sand, and the vessels named in the margin proceeded to her assistance. In attempting to rescue her crew the galley boats "Lufton" and "Globe" were lost. Their crews were, however, saved by the luggers "Robert Clothier" and "Garland." The "Robert Clothier" and "Garland" also succeeded in rescuing the crew of the "Meindina," at great risk, and landing them the same day on Walmer beach.	Mar. 28, 1863	10*l.* 4*l.* 4*l.* 10*l.* 30*l.* 20*l.*	Mer. Mar. Fund.
G. B. M. Beatson, Esq., Inspecting Officer of Coastguard, Fraserburgh. Mr. Forbes, ship builder, Peterhead. J. Simmons W. J. Parsons A. Gray E. Bevan W. Stiggins Coastguard boatmen.	The "Genova" of Liverpool, from Shields for Rio de Janeiro with coals, struck on the Briggs of Rattray Head during a dense fog. Three of her crew, in attempting to reach the shore, were drowned. The survivors (ten) were rescued by the Coastguard, at great personal risk, by means of the Coastguard boat, which was hauled off to the wreck by a rocket line. On several previous occasions Mr. Beatson and Mr. Forbes had rendered very important and gallant services.	April 12, 1863	A silver medal Ditto A bronze medal and 2*l.* to each.	Mer. Mar. Fund.
Mr. John Cormack, junior, master and owner of the fishing boat "Brothers" of Lybster.	One of the crew of the "Brothers," while in the act of dipping the sail, was knocked overboard. As the night was very dark, and the wind was blowing a heavy gale accompanied by a heavy sea, he would have perished had not Cormack leaped overboard, swam to his assistance, and succeeded in reaching him as he was sinking. Cormack had previously rendered good service to the crew of a fishing boat in distress.	Sept. 15, 1863	A bronze medal	Mer. Mar. Fund.
Samuel George and 13 other Caistor beachmen.	Putting off in a yawl and rescuing the crew (17 in number) of the French lugger "Confiance en Dieu," stranded on the West Scroby Sand. The night was dark and the wind blowing strong off shore.	Oct. 4, 1863	10*s.* each	Mer. Mar. Fund.
Captain John Clark, master of the "St. Clair" of Alloa.	The "St. Clair" was on a voyage from Cronstadt to Newcastle, and when about 30 miles from the latter port one of her crew fell overboard. Captain Clark immediately jumped overboard and made a desperate effort to save him, but did not succeed. When taken on board Captain Clark was quite insensible.	Oct. 21, 1863	A bronze medal	Mer. Mar. Fund.
Stephen Larkin Michael Blake Pilots.	The fishing smack "Glascarrig" of Wexford, having missed stays got on shore at the entrance of Wexford Harbour, where, in consequence of the heavy sea running, she continued to beat heavily. After taking a lurch the hawser slipped out of the score forward carrying the master overboard. The men named in the margin immediately put off to his assistance, through a heavy surf, and, at great risk, succeeded in bringing him ashore in safety.	Nov. 19, 1863	1*l.* each	Mer. Mar. Fund.

Names of Persons.	Nature of Services rendered.	Date of Services rendered.	Description of Reward granted.	Out of what Fund granted.
Charles Porter - - John Sharman - - Com. boatmen. Charles Purvis - - D. M'Kingey - - Timothy Burns - - Boatmen.	Putting off in a boat at great risk, and rescuing the crew (six in number) of the "Favorite" of Lynn, wrecked on Theddlethorpe Sands.	Nov. 30, 1863 - - - - - - - - - - - - -	10*s.* each - -	Mer. Mar. Fund.
William Davis - - Chief boatman in charge. Timothy M'Hyam - - Richard Desmond - Com. boatmen. Richard Grevey - - Boatman. James Boyle - - Fisherman.	Putting off, at great risk, and rescuing the passengers and crew (126 in number) of the "Grassmere" of Liverpool, wrecked one mile east of Ballyferis Point.	Dec. 17, 1863 - - - - - - - - - - - - -	2*l.* each - -	Mer. Mar. Fund.

Table 28. List of PERSONS (Natives of Foreign Countries) to whom REWARDS have been granted by the BRITISH GOVERNMENT for gallant Services in SAVING LIFE FROM SHIPWRECK, &c., during the Year 1863.

Names of Persons.	Nature of Services rendered.	Date of Services rendered.	Description of Reward granted.	Out of what Fund granted.
Guillaume L'Hostis, quarter master, French Navy. Le Gonidec - Sailor.	From reports forwarded to the Board of Trade in 1863, it appears that so long ago as 1850 and during a heavy snow storm, the schooner "Caledonian" of Sydney, Cape Breton, was driven on the rocks at the entrance of the harbour of St. Pierre, Newfoundland. That all attempts to get out her boats proved unavailing, and that a boat manned by L'Hostis, of the French war schooner "Fausette," and four gallant seamen, went off, and after several attempts succeeded in saving eight Englishmen from the wreck. Le Gonidec, one of the seamen who went in the boat with L'Hostis, greatly distinguished himself at the peril of his life. L'Hostis had also on a more recent occasion (viz. on the 31st December 1855), accompanied by several seamen, embarked in a wherry when the weather was dark and thick with snow, and had succeeded with much difficulty in rescuing the crew of an English schooner which had struck on rocks at the south entrance of Barrachois.*	Nov. 9, 1850 - - - -	A gold medal - A silver medal and 10*l.*	Public vote.
Captain C. Duwah, master of the "Bertha" of Stralund.	Rescuing from their sinking vessel, which had sprung a leak on the Dogger Bank, the crew of the brig "Marys" of Arbroath (nine in number), subsisting them for six days, and landing them at Marstrand.	Oct. 1859 -	A telescope, value *5l. 5s.*	Public vote.
Captain J. Mime, master of the "Oscar" of Bruges.	Picking up from their boat the master and crew (35 persons) of the "Nelus" of Liverpool, which had foundered off the Isle of Wight.	Nov. 2, 1859 -	A telescope, value *5l. 15s. 6d.*	Public vote.
Captain F. A. Hallinger, master of the brig "Hedvig Charlotta" of Stockholm.	Rescuing from their burning vessel the master, crew, and passengers of the "William Brown," treating them with great kindness, subsisting them for four days, and landing them at Madeira.	Oct. 1861 -	A telescope, value *5l. 15s. 6d.* 7*l.* 18*s.* for subsistence	Public vote.

* These services were not brought to the notice of the British Government until June 1863.

Names of Persons.	Nature of Services rendered.	Date of Services rendered.	Description of Reward granted.	Out of what Fund granted.
Captain Elijah Crosby of the U. S. barque "Schamyl" of Boston.	The British barque "Pelican" of Liverpool was wrecked off Cape Horn, and the crew took to their boats. After more than 30 days of privations and sufferings, and after losing two of their number, the remainder were taken on board the American barque "Schamyl" of Boston. After being provided with food, &c. for 19 days, they were landed at Valparaiso on the 8th October.	Sept. 1862 -	A gold chronometer, value 52*l.* 10*s.*	Public vote.
Jean Pressen, master of the French brig "Impératrice" of Dunkirk. Crew of do. - - -	Picking up from an open boat the master and crew of the "Mary Sharp" of Shoreham (lost on the Kentish Knock), and landing them at Deal.	Oct. 20, 1862 - - - -	100 francs - - 25 francs each -	Public vote.
Captain Juan de Bilbao, master of the Spanish ship "Santa Anna."	The barque "Henrietta" of Cowes, bound to New York from Swansea, encountered very severe weather, sprung a leak, and was on the point of foundering when she was fallen in with by the "Santa Anna." Captain de Bilbao received the master and crew (8) of the "Henrietta" on board his vessel, and subsisted them from the day of their rescue until they arrived at Antwerp. Captain de Bilbao declined to receive any remuneration for subsistence.	Oct. 21, 1862 -	A sextant, value 21*l.*	Public vote.
Eleven fishermen of Tollstrup Uggerby, Jutland.	Going off in a furious gale in a small fishing boat, rescuing the crew of the British brig "Mathew" of Sunderland, wrecked at Holstrup on the coast of Jutland.	Oct. 22, 1862 -	1*l.* each - -	Public vote.
Captain Daniel Tripp, master of the American ship "National." Mr. Jas. C. Creary, mate of do.	The schooner "Ocean Gem" of Yarmouth, N. S., while in a disabled condition, was fallen in with by the American ship "National," which vessel after having lain by the wreck for some time, and having had a boat swamped in attempting to rescue the crew, at length by a line thrown on board succeeded in taking off the master and crew (five persons in all), who were subsequently landed at New York.	Dec. 1862 - - - -	A sextant, value 20*l.* A telescope, value 8*l.* 8*s.*	Public vote.
Captain C. D. Matthews, of the American barque "Mary Anna" of Portsmouth, U. S. A. Do. - - -	Rescuing from a boat and receiving on board his vessel the crew of the "Eleanor" of St. John, N. B., abandoned when in a sinking state, subsisting them for twenty days, and landing them at Fleetwood.	Dec. 6, 1862 - - - -	A telescope, value 5*l.* 15*s.* 6*d.* 14*l.* for subsistence -	Public vote.
M. La Croise, Sub-Brigadier of Customs, Boulogne. M. Barre - -	Rescuing from an open boat the crew (13 in number) of the "Gipsy" of Wells, and the "Elizabeth" of South Shields, supplying them with clothes, food, &c., and treating them with great kindness.	Dec. 20, 1862 - - - -	A silver gilt medal - 50 francs - -	Public vote.
Captain P. A. Evan Rees of his Netherlands' Majesty's corvette "Djamber."	The "Orlando" of Jersey having been totally dismasted off Lowestoft, drifted towards the Flemish Banks, and anchored off the North Hinder Bank during a fearful gale from the N.E. Being in a position of great danger, hoisted signals of distress, which were observed on board the "Djamber" and that vessel immediately bore down and at great risk and with much difficulty took her in tow and brought her to Dover.	Dec. 22, 1862	A telescope, value 8*l.* 8*s.*	Public vote.

Names of Persons.	Particulars of Services.	Date rendered.	Description of Reward.	By what Government presented.
Senôre Mansel Rodriguesda Costa, of Santo Antonio.	The British barque "Nepenthe," bound from Liverpool to Kurrachee, having been totally wrecked on the N.E. coast of the island of Santa Antonio, the man named in the margin launched his small boat on a dark night and having suceeeded in finding the ship's boats, piloted them to the only safe landing place on that part of the coast. Without this assistance, the crew of the "Nepenthe" would in all probability have perished.	Dec. 27, 1862 -	A telescope, value *5l. 15s. 6d.*	Public vote.
Crews of three Spanish fishing boats (40 in number).	Three seamen, part of the crew of the schooner "Mary" of Plymouth, left the harbour at Gyon in the ship's boat for a pleasure trip. On crossing the bar the boat got among the breakers and was swamped. Three fishing boats immediately put off, and their crews at great risk succeeded in rescuing the men.	Jan. 1863 - -	*1l.* to each man -	Public vote.
Capt. A. C. Rydberg, master of the brig "Alli" of Helsingfors. Do. - - -	Rescuing from their sinking vessel, in lat. 45° N. long. 10° W., the master and crew (nine in all), of the brig "John Williams" of Montrose, subsisting them for seven days, and landing them at Penzance. The "Alli" was herself wrecked off Yarmouth a few days subsequently, and Capt. Rydberg lost all his personal effects.	Jan. 8, 1863 - - - -	10*l.* and a telescope value *5l. 15s. 6d.* *5l. 12s.* for subsistence.	Public vote.
Master and crew of the "Emile" of Ostend. Louis Adams, one of the crew.	The brig "Lady Vaughan" of Portsmouth, bound to Plymouth from Newcastle, encountered very severe weather and sprung a leak, signals of distress were hoisted, and the Belgian fishing smack "Emile" bore down and rescued all her crew. The "Lady Vaughan" had previously lost her boats. Louis Adams alone went in the boat.	Jan. 20, 1863 -	13*l.* to be divided amongst them. *3l.* - - -	Public vote.
Captain J. Don, master of the fishing smack "De Martinus," and crew. Do. for subsistence -	Rescuing the master and crew (eight in number) of the British brig "Lucy" of Newcastle, and subsisting them for five days. The Lucy foundered in the North Sea, about 40 miles off Texel.	Jan. 22, 1863 - - - -	10*l.* - - *3l. 2s. 6d.* -	Public vote.
Captain P. Weaver, master of the American barque "Union Jack" of Boston.	Rescuing from their sinking vessel the crew (nine in number) of the British brigantine "Napoleon the Third," of St. John's, Newfoundland, and landing them 10 days afterwards at New York.	Feb. 4, 1863 -	A telescope, value 8*l. 8s.*	Public vote.
Capt. Saml. Harvey, master of the schooner "Ralph Post" of New York.	Rescuing from their disabled vessel the crew of the schooner "Georgiana" of St. Andrews, N.B., treating them with great kindness, and landing them at New York. The "Georgiana" had previously been in collision with an unknown vessel, and was a perfect wreck.	Feb. 6, 1863 -	A telescope value *5l. 5s.*	Public vote.
Capt. Wm. B. Moore, master of the American packet ship "Patrick Henry." Mr Jos. Franklin Clyne, mate of do.	Rescuing with great difficulty from their sinking vessel the master and crew (five in all) of the "Jasper" of St. John's, Newfoundland, and landing them at New York. The master declined to receive the usual sum for subsistence.	Feb. 7, 1863 -	Sextant, value 20*l.* - A telescope, value *5l. 5s.*	Public vote.

Names of Persons.	Nature of Services rendered.	Date of Services rendered.	Description of Reward granted.	Out of what Fund granted.
Captain Jacques Bommelair, master of the French schooner "Notre Dame des Dames" of Dunkirk. Crew of do. 7 in number - Owners for subsistence -	The brig "Augusta" of Sunderland having been wrecked in the Bay of Biscay, the master and crew (eight in all) were rescued from their sinking vessel by the French schooner "Notre Dame des Dames" of Dunkirk. They were treated with great kindness, were subsisted for nine days, and landed at Dunkirk.	Feb. 14, 1863 -	A telescope, value *5l. 5s.* 50 francs each - *6l. 6s.* - -	Public vote.
Capt. H. Fuhlers, master of the Aldenburg ship "Helene."	Rescuing from their sinking vessel the crew (nine persons) of the "Edith" of Sunderland, treating them with great kindness, and landing them at Bremerhaven.	Feb. 19, 1863 -	A telescope, value *5l. 5s.* *4l. 14s.* for subsistence	Public vote.
De Clerck, master of the Belgian fishing smack "Frère Orban."	The brig "Laurel" of Harwich, bound to Harwich from Shields, encountered very severe weather two days after leaving port, and lost all her sails and bulwarks. Having hoisted signals of distress, she was perceived by the Belgian fishing smack "Frère Orban," which bore down to her, and with difficulty rescued her crew, and conveyed them to Ostend.	Feb. 21, 1863 -	12*l.* to be divided amongst them.	Public vote.
Captain M. Andresen, master of the Danish mail steamer "Arcturus."	Rescuing at much risk from their vessel, when she was in a sinking state, off the east coast of Scotland, the master and crew of the sloop "Janet" of Inverness, and landing them at Peterhead.	March 25, 1863 -	A binocular glass, value *6l. 6s.*	Mer. Mar. Fund.
Senor José Antonio Gèrez.	Putting off in a boat on two separate occasions in a tremendous sea, and rescuing at great personal risk the crews of the ship "Mississippi" of Shields, and the barque "Summer" of Sunderland. Two trips were made in a small boat on each occasion.	April, 1863 -	A gold watch value *26l. 5s.*	Public vote.
Captain Clause Kure, master of the "Ulrike" of Bornholm.	Rescuing in the North Sea off Jutland from their sinking vessel the master and crew (five persons in all) of the brig "Star" of Newcastle, treating them very kindly for six days, and landing them at Schiedam.	April 30, 1863	A telescope, value *5l. 5s.*	Public vote.
Captain W. Addens, master of the Dutch vessel "Adrianus Johannes."	Rescuing the master and crew (six in all) of the schooner "Scotia," which was fallen in with when in a sinking state, providing subsistence for three days, and landing them at Scilly.	May 24, 1863 -	A telescope, value *5l. 15s. 6d.*, and *5l. 8s. 9d.* for subsistence, pilotage dues, &c.	Public vote.
General Juan Evertz, harbour master, Santo Domingo.	The British brig "Humming Bird" was in a sinking state in the Roads at Santo Domingo, and the master at 2 A.M. of 28 May sent on shore for assistance. General Evertz at great inconvenience on account of the lateness of the hour proceeded to the fort and personally superintended the dispatch of men and a vessel to render assistance. The "Humming Bird" was taken in tow by the Spanish war steamer "St. Lucia" and conducted to Palenge, where she was beached and became a total wreck.	May 28, 1863 -	A binocular glass, value *6l. 16s. 6d.*	Public vote.
Peter Riso - - - Jermias Raking - - Fishermen of Tromsoe.	The "Mary Catharine," whilst on a voyage from London to Archangel, stranded on a sunken rock about eight miles off the mainland of Norway and four miles N.W. of Tromsoe. All endeavours to get the vessel off proved unavailing, and assistance was signalled for. The men named in the margin came off and rescued the crew from the vessel's boats, and landed them at Tromsoe. 15 dollars were paid to the salvors at the time the service was rendered, by the master of the "Mary Catherine."	July 16, 1863 - - -	*1l.* each - -	Public vote.

Names of Persons.	Nature of Services rendered.	Date of Services rendered.	Description of Reward granted.	Out of what Fund granted.
Captain Staples, master of the U.S. schooner "Nelly Merrell."	The British barque "Barracouta," when on a voyage from Japan to Shangai, struck upon some rocks upon the Island of Quelpart, and afterwards sunk. The master and his wife and family and the crew, in all 14 persons, landed on the island, where they had been five days, when the "Nelly Merrell" hove in sight. Upon the master of the "Nelly Merrell" being made acquainted with their distressed condition, he immediately supplied them with provisions, clothing, &c., received them on board his vessel, and conveyed them to Hakodate. He refused to receive any compensation for the assistance he had rendered.	July 25, 1863 -	A gold watch, value *26l. 5s.*	Public vote.
Captain J. T. Ingraham, master of the schooner "Hiawatha" of Rockland, Maine.	Taking from their vessel which had sprung a leak, and was in a sinking state, the master and crew (10 in all) of the barque "Emma Gilmour" of Glasgow; five of them were conveyed to New York in the "Hiawatha," and the remainder were transferred to another American vessel. The owner of the "Hiawatha" declined to receive any compensation for subsistence.	Aug. 29, 1863 -	A telescope, value *5l. 15s. 6d.*	Public vote.
Captain E. Lovesque, master of the French vessel "Albert."	Rescuing the master and crew (in all 13 persons) of the "Seamen" of Sunderland, which foundered in lat. 38° 42′ N., long. 14° 20′ W., shortly after she was abandoned, supplying them with necessaries, and landing them at St. Nazaire.	Aug. 31, 1863 -	A telescope, value *5l. 15s. 6d.*, and usual allowance for subsistence.	Public vote.
Mate of do. - - -		- - -	50 francs - -	
Eight seamen - -		- - -	25 francs each -	
Four boys - - -		- - -	4 francs each -	
Lieutenant Michel, Commander of the French cutter "St. Louis."	The English sloop "Water Sprite" during a violent N.W. wind and a very high sea was making for the Port of Dielette. Owing to the tide being low, she must have grounded and gone to pieces, but for the assistance given by the persons named in the margin. By their great exertions she was saved, and the crew and passengers rescued from imminent peril.	Sept. 1863 -	A gold medal -	Public vote.
Messrs. Maheur and Le Vallois.		- - -	A silver medal and 50 francs each.	
		- - -		
Captain Jules Mathurin, master of the French brig "Jeune Leonie" of St. Malo.	Rescuing from their boat, at much risk, the master and crew (five in number) of the "Hebe" of South Shields, treating them with great kindness for five days, and landing them at St. Valery. The "Hebe" had foundered the previous night off the coast of Holland.	Sept. 8, 1863 -	A telescope, value *5l. 15s. 6d.*	Public vote.
Captain P. W. Fuchs, master of the Hanoverian schooner "Elizabeth and Robert" of Harburg.	Rescuing at much risk from their boat the crew (five in number) of the ship "Clio" of Sunderland, foundered about 14 miles E.S.E. of Heligoland, and landing them three days afterwards at Hamburg.	Sept. 8, 1863 -	A telescope, value *5l. 15s. 6d.*	Public vote.
Captain Martin Soille, master of the Norwegian barque "Christiana."	Receiving on board the "Christiana" the passengers and a portion of the crew (in all 19 persons) of the steam ship "Zealand" of Hull. The "Zealand" had sprung a leak when on her voyage from Konigsberg to London, and was in a sinking state when the people left her. She subsequently foundered with the remainder of the crew. The rescued persons were landed at Laurvig, and the owners of the "Christiana" declined to receive any compensation for their subsistence while on board the barque.	Sept. 11, 1863 -	A telescope, value *5l. 15s. 6d.*	Public vote.

Names of Persons.	Nature of Services rendered.	Date of Services rendered.	Description of Reward granted.	Out of what Fund granted.
Captain J. M. Smith, master of the Norwegian barque "Solon" of Arendal. Do. - - -	Rescuing from their boats in which they had abandoned their sinking vessel, the master and crew of the barque "Lemuel" of South Shields, treating them with great kindness, and conveying them to Malta. This service was rendered in lat. 36° 15′ N., long. 21° E.	Sept. 22, 1863 - - - -	A telescope, value 5*l.* 15*s.* 6*d.* 5*l.* 8*s.* 6*d.* for subsistence.	Public vote.
Capt. A. W. Kroncke, master of the Hanoverian schooner "Albertus." Do. - -	Rescuing from their sinking vessel in lat. 42° 21′ N., long 27° 15′ W., the master and crew (22 in number) of the barque "Standard" of Belfast, providing subsistence for eleven days, and landing them at Falmouth.	Oct. 2, 1863 - - - -	A telescope, value 5*l.* 15*s.* 6*d.* 18*l.* 8*s.* 6*d.* for subsistence.	Public vote.
Crew of Hamburg pilot galliot.	The barque "Neptune" of Sunderland, having stranded on Skarhorn, became a wreck. The crew (10 in number) took to the ship's boat, from which they were rescued whilst amongst the breakers by the crew of the pilot galliot, at great risk. The men were conveyed ashore the same day by one of the Government boats at Cuxhaven.	Oct. 4, 1863 -	10*l.* to be divided amongst them.	Public vote.
Capt. D. P. Vos, master of the Dutch galliot "Warchiena Rosette."	Rescuing from their vessel, when she was in a sinking state in the North Sea, the master and crew (10 in number) of the "Alchymist" of Middlesborough, and landing them two days afterwards at Delfzyl.	Dec. 1863 -	A binocular glass, value 6*l.* 6*s.*	Public vote.
Capt. R. M. Eckhoff, master of the Hanoverian ship "Heinrich."	Rescuing from their sinking vessel the crew (eight in number) of the "Eliza Jane" of Sunderland, providing subsistence for three days, and landing them at Bremerhaven.	Dec. 4, 1863 -	A telescope, value 5*l.* 5*s.*, and 2*l.* 12*s.* for subsistence.	Public vote.
Captain Schwardsbejer of the Prussian ship "Emma Louise." Hockendorff - - J. T Schennemann - F. A. Hildebrandt - -	Rescuing at great risk from their waterlogged vessel in lat. 56° N., and long. 5° E., the master and crew (nine in number) of the barque "Ganges" of South Shields, and landing them the same night at Maiza.	Dec. 6, 1863 - - - - - - - - - -	A telescope, value 5*l.* 15*s.* 6*d.* 1*l.* - - 1*l.* - - 1*l.* - -	Public vote.
Capt. J. E. Ryberg, master of the Swedish brig "Maria."	Rescuing from their waterlogged vessel, in lat. 55° 10′ N., long. 4° 12′ E., the crew (seven in number) of the brig "Kelloe" of Whitby, providing them with subsistence for 14 days, and landing them at Lowestoft. When rescued the crew of the "Kelloe" were in a very exhausted condition, not having tasted food for 60 hours.	Dec. 6, 1863 -	A sextant, value 20*l.* 7*l.* 14*s.* for subsistence.	Public vote.

Table 29. List of PERSONS (Natives of Great Britain and its Dependencies) to whom Rewards have been granted by FOREIGN GOVERNMENTS, for gallant Services in SAVING LIFE FROM SHIPWRECK, &c., during the Year 1863.

Names of Persons.	Particulars of Services.	Date rendered.	Description of Reward.	By what Government presented.
Captain Wood, master - Daniel Jones, mate - Of the brig "William and Jane" of Sunderland.	In acknowledgment of their courageous and noble conduct in rescuing the crew of the Danish schooner "Anna Elizabeth" of Copenhagen when wrecked in the Atlantic.	March 16, 1863 -	A gold medal - A silver medal -	Danish.
Captain William Ingram, master of the steamer "Aurora."	For having picked up at sea the crew of the French schooner "Aimable Juliette" of Nantes.	Feb. 22, 1860 -	Binocular glass -	French.
Captain David Sinclair of the ship "Marshmalton" of N. Shields.	For having picked up at sea the crew of the French lugger "Petite Angelina" of Vannes, wrecked near the British coast.	Feb. 15, 1863 -	A telescope - -	Do.
Captain Joseph Michael of the brig "Mary Waugh."	For services rendered to the Imperial Navy on the Mexican Station.	- - -	A gold medal and diploma.	Do.
Capt. J. Seward, master of the fishing boat "General Havelock."	For having saved and received on board his vessel four seamen of the French vessel "Amelie."	- - -	Silver medal -	Do.
Captain Harvey Carder, master of the English smack "Scout."	For having saved three French seamen from the brig "Marie Amelie" of Libourne.	- - -	Gold medal - -	Do.
Captain John Tudor.	For his praiseworthy efforts to save at the risk of his own life the Netherlands merchant ship "Vrouw Jantina."	Sept. 14, 1857 -	Silver medal and diploma.	Netherlands.
Captain David Doughton of the "Julia Ann."	For having saved and received on board his vessel the crew of the Netherlands merchant vessel "Tennechina Arentina," foundered near Cape Finisterre.	Feb. 27, 1862 -	Silver medal and diploma.	Do.
Captain Sture of the "Bezer."	For having saved and taken to Bristol the crew of the Netherlands vessel "Gezina Gertruda."	March 10, 1862 -	Silver medal and diploma.	Do.
Mr. John Tye of the "Queen Victoria."	For having saved and landed at Harwich the crew of the Netherlands vessel "Vier Gezusters," wrecked on the Long Sand.	April 28, 1862 -	Silver medal and diploma.	Do.
Captain U. E. Lelliott of the brig "Eliza Jane."	For having saved and received on board his vessel the master and crew of the Netherlands schooner "Pellikaan" near Saint Alban's Head.	- - -	Silver medal and diploma.	Do.
Mr. A. Dalsey, master of the brig "Gazelle Meshod."	For saving at the risk of his own life the master and crew of the Portuguese schooner "Norton," wrecked off the coast of Mogador, and for treating them with the utmost care and attention.	March 16, 1863 -	Silver medal and diploma.	Portuguese.
Captain Robert D. Philipps of the schooner "Thrasher" of Ragged Island.	For rescuing the master and crew and two passengers of the American schooner "John Elliot," while on a voyage from Boston to Cape Haytien, and for landing them at Trinidad.	Nov. 1862 -	A gold medal -	United States.
Capt. John Piton, master the barque "C. R. C." of Jersey.	For rescuing the master and crew of the American ship "Richard Morse" from the wreck of their vessel and for conveying them to Alicante.	Nov. 18, 1862 -	A gold chronometer	Do.

Names of Persons.	Particulars of Services.	Date rendered.	Description of Reward.	By what Government presented.
Stephen Dix, chief officer - Chas. Hodgson, 2d officer - —— Gerrard, 5th officer - John Milne, 5th engineer - Peter Olsen, fireman - All of the British steamer "Avon."	The United States brig "Bainbridge," commanded by Lieut. Lynch, encountered a severe storm near Aspinwell and narrowly escaped shipwreck. After cutting away her masts and throwing her guns overboard her abandonment became absolutely necessary. Signals of distress were therefore hoisted the first response to which was from a life-boat of the steamer "Avon," manned by the persons named in the margin whose vessel had already been wrecked in the storm.	Nov. 22, 1862.	Gold watch each - 100 dollars in gold -	United States.
Captain William Price Graham of the barque "Carraghinore."	For having rescued at sea and conveyed to Almeria in Spain the captain and five seamen of the American barque "Elizabeth Leavitt," after they had been obliged to abandon that vessel in their boats in consequence of her having foundered about forty miles east of Malaga.	Dec. 28, 1862	A gold watch	Do.
Richard Williams Robert Williams Robert Pritchard William Griffiths	The American vessel "Pamela Hood," whilst on her way from Queenstown to Liverpool foundered in a storm within twenty miles of Holyhead. All the crew, &c. perished except the master who clung to a fragment of the vessel and after many hours was drifted on to the Welsh coast where his life was saved by the noble exertions of the persons to whom the above rewards were given.	Jan. 1863	4*l.* each	Do.
Capt. John Bellis William Brown William Carr J. Hampshire W. Rees T. Chatterton Jos. Bellis Jos. McDonald Thomas Jones A. McNamee Thomas Evans and sons John Dixon Robert Dean William Jones The crew of the steam tug "United States."	The "John H. Elliot" of New York was driven by the storm on a dangerous bank at the entrance of the Mersey where she became a total wreck. By the long and continued exertions of the crew of a small boat belonging to New Brighton in conjunction with those of Capt. John Bellis and the crew of the steam tug "United States," the forty-four persons on board her were rescued from perishing.	Jan. 1863	6*l.* 4*l.* 2*l.* 2*l.* 2*l.* 2*l.* 2*l.* 2*l.* 2*l.* 12*l.* 4*l.* 4*l.* 4*l.*	Do.
Edwin Pentreath of the barque "Jesse" of Bristol.	For having rescued from most imminent peril Capt. James B. Percy, the officers, and survivors of the crew of the "Oleron" of Bath, in the state of Maine, off Cape Horn.	Feb. 1863	Gold watch	Do.
Captain William Rogers Of the ship "William Fisher" of Maryport.	The American ship "Escort," whilst in a sinking state owing to a collision with a mass of floating ice, was observed by the "William Fisher" to be showing signals of distress. The English vessel at once bore down and rescued the American master and crew.		Gold watch	Do.
Captain John Gray of the brig "Lacoste."	For rescuing the passengers and crew, 23 in number, from the American vessel "Sartelle" of New York when she was in a sinking condition on her voyage to Cork from Monte Video; for treating them with great kindness and landing them at Liverpool.		A gold chronometer	Do.

PART III.

Containing a PRÉCIS of SPECIAL INQUIRIES into CASUALTIES, ordered by the Board of Trade during the Year 1863.

Name, &c. of Ship.	Case as first reported.	Steps taken by the Board of Trade.	Substance of Report after Investigation.	Final Result.
1. **"Anglo Saxon"** S. S., *of Montreal.* 1,713 Tons, 250 horse-power. William Burgess. C. C. *Master.*	Stranded 1 mile to the southward of Clam Cove, 27th April 1863.	Inquiry at Liverpool before T. S. Raffles, Esq., assisted by Captains Harris and Baker, Nautical Assessors.	The "*Anglo Saxon*" left Liverpool for Quebec on the 16th April. Her crew consisted of 85 persons and she had also on board 360 passengers, a general cargo, and the Canadian mails. She proceeded prosperously on her voyage until 8 P.M. of the 25th, when she fell in with ice accompanied by foggy weather. The engines were first slowed and then stopped, and so continued until 10 A.M. on the 26th, when the ice being less compact the engines were occasionally moved slowly until at 2 P.M. clear water was reached, and they were put on full speed. All sail was made (wind S.S.E.), and course shaped N.W. and by W. At noon this day latitude was found to be 46° 54′ N. and at 3·30 P.M. longitude 47° 24′ W. Cape Race therefore bore about W. ¼ S., and the ship steered W 1° S. till 8 A.M. on the 27th, so that it is obvious that after the long run of 18 hours she would at that time be clearly to the northward of the Cape. At 8 A.M. the engines were slowed to half speed, and the course was altered to W.S.W., until she struck, about 11 A.M., half a mile to the southward of Clam Cove, and became a total wreck. Of those on board, 209 were saved; the remainder, including the Master, perished. It appeared that the tendency of wind and sea had not been allowed for; and the Court considered that had the lead been occasionally used, as it should have been, the Master might have had timely warning of his danger. Nor could they omit to notice (although regretting the necessity to comment upon the acts of a man who perished in the performance of his duty) that the speed at which the vessel was driven was highly imprudent under the circumstances. The Court therefore pronounced that the "*Anglo Saxon*" was lost owing to a wrong estimate of the distance run; that there was a culpable omission to use the lead after 8 A.M., and that it was a most reprehensible act on the part of the Commander to continue his course in a thick fog even at half speed in such an uncertain position.	The Court pronounced that the ship was lost by the default of Captain Burgess, who perished in the wreck.
2. **"Arthur Leary,"** *of London.* 153 Tons, Official No. 33,823, Augustus Collingridge, C. S. *Master.* William Chas. Owen, *Mate.* C.C. (*as Master*) 5,669.	Stranded at Seaford in the County of Sussex, 8th November 1863.	Inquiry at Lewes before Geo. Whitfeld and Burwood Godlee, Esqrs., assisted by Captains Harris and Baker, Nautical Assessors.	The "*Arthur Leary*" left Gravesend on the 1st November with a crew of 8 hands, 4 passengers, and a general cargo consigned to Gibraltar. She reached the Downs about 3 P.M. on the 3rd and anchored; her Master (Mr. Collingridge) here left her for some reason unstated, and giving his Mate (Mr. Owen) a paper of written instructions told him to proceed to Lisbon, and that there he would rejoin the ship. She remained in the Downs until 9 P.M. on the 6th, when she proceeded to beat down Channel, the weather being hazy and the wind moderate from W. by N. At this time the newly appointed Master (Owen) was helplessly drunk, and so continued, with one or two hazy intervals of returning consciousness, until the ship struck. The navigation of the ship devolved upon Mr. John Bigmore, who was but 20 years of age, held no certificate, had not completed 3 years of sea time, and had only shipped as boatswain. He was incompetent to navigate, and at 2 P.M. on the 8th November, the cabin passengers urged him to put into Newhaven (the nearest port), and report Owen to the owner. The vessel was thereupon tacked to the northward, and at 5 P.M. neared the land; blue lights were burnt as it became dark, and shortly afterwards broken water was seen under the bows. An attempt was made to stay the ship, which failed, and both anchors were let go. These brought her up in a little more than her own draught of water. Shortly after this coastguard men boarded and tendered assistance, which was accepted. A kedge was run out and the starboard anchor weighed. While in the act of heaving in, the port chain parted, and the vessel immediately took the ground. The whole of the crew and passengers, including Owen who was still drunk, were landed by the the harbour boat; and the vessel subsequently went to pieces. The charge of drunkenness being incontestibly proved, the Court cancelled the certificate as Master held by Mr. William Charles Owen. It may be mentioned that Captain Collingridge's certificate was suspended for three months by the Local Marine Board at London for his misconduct in leaving his ship in the Downs and giving over the command to the only Mate.	Mr. Owen's Certificate as Master cancelled.

3. **"Colombo,"** S.S. *of London.* 1,446 Tons, 450 horse-power. Official No. 25,124. ALEX. BARCLAY FARQUHAR. C.C. No. 15,846. *Master.*	Stranded on the Island of Minicoy in the Indian Sea, on the 19th Nov. 1862.	Inquiry at Greenwich before H. S. Selfe, Esq., Stipendiary Magistrate, assisted by Captains Harris and Baker, Nautical Assessors.	The "*Colombo*" left Calcutta on the 9th. November on her passage to Suez, with orders to call at Madras, Point de Galle, and Aden. She carried 90 passengers and the mails, was manned by a crew of 223 men, and in every respect seaworthy. She reached Madras on the 13th, and Point de Galle on the 16th, were the usual Chinese and Australian mails were received. A full cargo, consisting chiefly of silk and indigo, with a small quantity of bullion, was likewise on board. On the 17th the "*Colombo*" left Galle for Aden. To reach the latter port it is requisite to pass between the Laccadive Islands on the north, and the Maldive Islands on the south. Midway between those two groups lies the Island of Minicoy in lat. 8° 15′, long. 73° 4′. Consequently there are two channels between the Laccadives and the Maldives, denominated respectively the 8th and 9th Degrees Channel, the width of the former being 70 miles, and which is the usual route for steamers bound from Galle to Aden, as was shown by several logs and by the evidence of the ship's officers. It has always been safely taken by the P. and O. Commanders including Captain Farquhar, who has passed through this channel nearly 90 times. The intention of Captain Farquhar was to keep the midchannel as usual; he steered a W. by N. course after having taken his point of departure a few miles W. of Galle light, and this doubtless would have been perfectly safe if no lateral current had existed. According to the distance run by the log, the ship should have been on the 18th in lat. 6° 42′, long 76° 25′. No observation could be taken, but sights were obtained for the chronometer which brought on to noon gave the long. 76° 3′, a material variation from the long. by account, thus showing that the ship had experienced a westerly current of about 30 miles in 22 hours. It has been suggested, though not proved, that the Master anticipated the current, and from the course steered it may be supposed that the suggestion is well founded. But the position of the ship at noon justified him in calculating that the direction of the current was not more to the northward than W.N.W., and if so, by continuing to make allowance for that current and steering the same course, he might believe that he would have passed through the Eight Degrees Channel to the S. of Minicoy, and to the north of the Maldives. Under the circumstances therefore, this being the proper course, the "*Colombo*" continued at full speed till 4 A.M. on the 19th. At 8 P.M. on the 18th her speed was reduced, and at 4 A.M. the weather became thick, the speed was further reduced to "dead slow." The Master having had no observation was still ignorant of his exact position, but continued at reduced speed until 6 A.M., when, the weather clearing, land was seen about 600 yards distant. Orders were instantly given to reverse the engines, but were not immediately obeyed. The vessel shortly struck a coral reef close to Minicoy, and became a total wreck. A S.S.W. gale was blowing during the morning of the 19th, which moderated in the afternoon; the swell continuing very heavy. The passengers were safely landed, and ultimately the mails and cargo were recovered from the wreck. These currents, it appears, are irregular and uncertain, making it impossible to calculate a vessel's position unless observations are obtained. The Master, who imagined that he was in the 8th Degree Channel had no grounds for thinking that he was near Minicoy, and his impression on seeing land was that he was nearing the Maldives. From information which has reached this country, it is supposed that an unusual current prevailed at the time of the loss. The decision of the Court was, that the wreck of the "*Colombo*" was in no way attributable to the act or default of the Master.	Captain Farquhar's Certificate returned.
4. **"Cranston,"** Barque, *of Liverpool.* 531 Tons. CHAS. EGER. C.C. *Master.*	Lost on the coast of Maranham, on the 25th December 1862.	Inquiry at Liverpool before T. S. Raffles, Esq., Stipendiary Magistrate, assisted by Captains Harris and Baker, Nautical Assessors.	The "*Cranston*" sailed from Maranham on the 25th December 1862 on her homeward voyage, with a cargo of cotton and sugar, under the charge of a Pilot, who left her at 4 P.M. near the entrance to the port, Itacolomi Light, then bearing W.N.W., distant 15 miles. The weather was fine with a moderate N.E. breeze, and so continued till the time of the wreck. The ship continued her course N. and by W. till she struck shortly before 8 P.M. At this time all plain sail was set, but the log had not been hove. From the evidence it appears that the lead was used at 6·30, but no bottom was found at 15 fathoms; again used at 7·30, but with what result is not shown. When the vessel first struck the shock was slight, but she bumped heavily in crossing the reef and injured her rudder. No effort was made to wear on the other tack. Shortly after breakers were seen and anchors let go, but before sail could be taken in the chains parted and the ship struck again, and was a total wreck. The Court held that the vessel was lost through the negligence of the Master in not ascertaining her position by correct bearings, and by the due use of the lead. The master was likewise culpable in not anchoring after the vessel first struck.	Captain Eger's Certificate suspended for 6 months.
5. **"Caledonia,"** S.S. *of Glasgow.* 1,396 Tons, [JAMES CRAIG, *Master.* C. C. 5,474.	Stranded upon the Bar of Cape Cod, 1st Jan. 1863.	Inquiry at Glasgow before Thos. Whyte and George Stevenson, Esqrs., Justices of the Peace for the County of Lanark, assisted by Captains Harris and Baker, Nautical Assessors.	The "*Caledonia*" sailed from the Clyde on the 4th December 1862, having on board a crew of 53 men and passengers. She also carried a general cargo, and was bound for Portland, Maine, and New York; she safely crossed the Atlantic and left Portland for New York at 4 P.M. on the 31st December, having 37 passengers remaining on board. At 9·15 P.M. she passed St. Ann's lights, but the distance from them was computed by the eye and no cast of the lead taken. At this time and until the ship struck she was running before a strong breeze at the rate of 11 knots an hour. At midnight the weather had become very thick, but the speed of the ship was not reduced, and although the log indicated that she had run her distance, no cast of the lead was taken. At 12.30 A.M. on the morning of the 1st of January she struck and became a total wreck. The crew and passengers were all saved by an American lifeboat, and the Master was the last to leave the ship. The Court held that the loss of the "*Caledonia*" must be attributed to the neglect of the lead and to the omission to slow speed in thick weather; and suspended the Master's certificate for 9 months.	Captain Craig's Certificate suspended for 9 months.

Name, &c. of Ship.	Case as first reported.	Steps taken by the Board of Trade.	Substance of Report after Investigation.	Final Result.
6. "**David Begg**," *of Liverpool*, 947 Tons, Official No. 44,152, ARCHIBALD DUNCAN, *Master*. C.C. No. 3,312.	Abandoned off the Coast of South Africa, October 2nd, 1862.	Inquiry at Greenwich before James Traill, Esq., Stipendiary Magistrate, assisted by Captains Harris and Baker, Nautical Assessors.	The "*David Begg*" sailed from Liverpool on her first voyage on the 12th January 1862, for Calcutta. Early on this voyage her rudder was observed to be twisted, which slightly affected her steering, but she reached her port of destination in safety. After cargo was discharged two pieces of iron, each 6 inches wide, 8 feet long, and 1 inch thick, were rivetted through on the sides of the rudder down to the water's edge; this was deemed sufficient by the engineer and two surveyors to enable her to proceed on the homeward voyage. On the 8th July she left Calcutta with cargo worth 70,000*l*. Nothing important happened until the 19th September, when the outer framing of the rudder was found to be badly strained above the iron straps. Certain temporary repairs were effected which enabled her to steer, and the Master proceeded, intending to go into Simon's Bay for repairs. The ship made Cape Hanglip (distant 3 miles on the port bow) at 5 P.M. on the 26th September. The wind then fell calm, and not considering that he could weather Hanglip, the Master wore ship and stood right off the land for 3 hours. A light breeze then sprung up from the N. or N. by E., and went round to N.W. The ship broke off gradually till her head was about S.W., and she stood on that course until it came on to blow heavily from the W.N.W. and she was driven out to sea. From September 27 to October 2, she encountered a series of heavy gales. On September 28th her rudder went at the second gudgeon and she became unmanageable. Various attempts to get her to steer were unsuccessful; and at 9 A.M. on 2nd October the barque "*Countess of Yarborough*" came in sight, the crew of the "*David Begg*" went on board her, and the Master of the latter scuttled his vessel. The Court held that the Master (although he might have been right in not running up to Simon's Bay during the night,) was not justified in steering a westerly course for so many hours, running beyond his port and past the land which would shelter him should it come on to blow hard from the north and west (as it afterwards did). On this point the Court considered Captain Duncan to be guilty of a default which was the cause of the ship being driven out to sea and exposed to the violence of the storm which carried away the rudder and caused her subsequent abandonment. This abandonment was at the time justifiable, but the scuttling unnecessary and reprehensible. The Master's certificate was suspended for 3 months.	Captain Duncan's certificate suspended for 3 months.
7. "**Earl of Derby**," *of Liverpool*, 968 Tons, ALFRED GRAYSTON, *Master*. C.C. No. 12,473.	Abandoned in Innisbofin Bay, county Donegal, December 2nd, 1862.	Inquiry at Londonderry, before Geo. Fitzmaurice, Esq., Resident Magistrate, assisted by Captains Harris and Baker, Nautical Assessors.	The "*Earl of Derby*" sailed from Greenock on the 25th November 1862, bound for Melbourne, with a valuable general cargo. She left the Clyde in tow of a tug, but put into Lamlash Bay through stress of weather and remained there until the 29th November. During the interval between these dates she made a little water, which was pumped out daily; and was esteemed of no importance as the pumps sucked at 17 inches and it was thought the leak would take up at sea. Having left Lamlash, she cast off from her steam tug at Ailsa Craig, and the wind being S.E. all plain sail was made. Shortly afterwards she began to leak more seriously, the crew became alarmed, and refused to make sail as directed unless for the purpose of putting into some port. The Master appears to have yielded to their request; the coast of Donegal was made, a pilot came on board, and the ship anchored safely in Innisbofin Bay in 6 fathoms water at 1 P.M. Many boats came alongside; the Master engaged 30 men to pump, and ordered the crew to furl sails. At 3 P.M. he went on shore "for the purpose of consulting with and obtaining assistance from the sub-agent of Lloyds," leaving no further orders with the Chief Mate than to keep the pumps going. The crew left the ship; the Mate did the same; and at 8 P.M. the Master returned with the acting agent for Lloyd's and two others. The Master attempted to beach the ship but failed, and again left her between 2 and 3 A.M. During the night she drifted to sea and was observed by the coastguard near the Bloody Foreland, and (the Master having returned on board) was got into Rutland Harbour at 2 P.M. on the 2nd December. The Court considered that the Master failed in his duty in leaving his ship when she was in perfect safety in 6 fathoms water, and with assistance at hand. He should have dispatched one of his offices to Londonderry for assistance, and by his presence and example on board have encouraged the crew and fishermen to keep the vessel afloat. He was also in fault in the endeavour to beach the vessel, whereby he placed her in a critical position. The Court suspended his certificate for 2 years.	Captain Grayston's Certificate suspended for 2 years.
8. "**Ganges**," *of Dublin*, 675 Tons, Official No. 14,455, THOS. HOARE, *Master*.	Stranded about 3 miles E.N.E. of Cushendun Bay, county Antrim, 18th September 1863.	Inquiry at Dublin, before J. W. O'Donnell, Esq., Stipendiary Magistrate, assisted by Captains Baker and Robinson, Nautical Assessors.	The "*Ganges*" sailed from Stranraer in tow of a steam tug on the 12th September, in ballast, bound for Quebec. Before leaving Stranraer part of the crew complained (as they afterwards said) of the unseaworthy state of the ship; but she had been thoroughly surveyed and pronounced fit for the said intended voyage. The winds proving unfavourable the Master on the 16th put back into Belfast Lough and there remained until noon on the 17th. At 3 P.M. on this day the ship passed the Maidens, wind being S.; but it soon however veered round to W., and the Master was unable to make progress to windward. He endeavoured unsuccessfully to get into Red Bay and therefore determined to keep on and off the land in smooth water during the night. He (the Master) remained on deck up to 1·45 A.M. of the 18th, when he left the Second Mate in	Captain Hoare admonished. Mr. Skea's Certificate as only mate suspended for 6 months.

C.C. 1,457. David Skea, *2d Mate.* C.C. No. 26,410.			charge to whom he gave strict orders not to wear ship without calling him, and went to his cabin, having had no rest for 30 hours. The ship was at this time on the starboard tack heading to the southward. At 2.20 A.M. the Mate without calling the Master, wore ship round to the N.W., being the inshore tack. In one hour from this time, land having been seen about 10 minutes, but the ship answering helm slowly, she struck on the rocks and subsequently became a total wreck. The Master having come on deck ordered the yards to be laid aback, but the crew refused to obey him and proceeded with getting their effects on the rock. The ship's stores were landed by the Master assisted by coastguard men and a portion of his crew. The Court considered that the master was justified in going to his cabin at the time he did, and that the loss of the vessel was due to the default of the Second Mate in disobeying orders as to wearing ship and in neglect of the lead. His certificate was therefore suspended for 6 months. With reference to the master, the Court said his omission to leave directions for the frequent use of the lead could not be passed over without an admonition to use greater care in future.	
9. **"Georgia,"** S.S., *of Liverpool,* 2,414 Tons, Benjamin Gleadell, *Master.* C.C.	Stranded on Sable Island, 4th August 1863.	Inquiry at Liverpool before T. S. Raffles, Esq., Stipendiary Magistrate, assisted by Captains Harris and Baker, Nautical Assessors.	The "*Georgia*" sailed from New York on the 31st July, with a crew of 94 hands, 47 passengers, and a general cargo. The pilot left her in safety off Sandy Hook at 7 P.M. At noon on the 1st August an observation showed the ship to be in lat. 40° 58′ N., and Long. 70° 27′ W., a position to the northward of the Nantuchet Light Ship. The weather had been fine up to this time, but at 1·20 P.M. a dense fog set in. A cast of the lead was taken at 1·30 P.M., which indicated shoal soundings, but the speed of the vessel was not slackened to take soundings or subsequently, and in 10 minutes afterwards she struck on some outlying danger of the Nantucket Shoals, the precise spot being unascertained from the density of the fog. She continued grounded 5 or 6 hours, some cargo was thrown overboard to lighten her, and she floated about 7 P.M. Sail was then made, the ship standing to the southward, but after proceeding about a mile the vessel again took the ground but very shortly went off into 10 fathoms. The Master proceeded cautiously until she got into 22 fathoms, and then shaped his course S.E. and by E. till noon of the following day, soundings being occasionally taken in 30 to 40 fathoms. From noon of the second a more northerly course was shaped and continued until she struck on the north-west bar of Sable Island about 1 A.M. on the 4th, no soundings during that time having been taken, and the vessel continuing under all plain sail and steaming at a rate of from 9 to 10 knots an hour notwithstanding the fog which continued unabated. At daylight the fog lifted, and all the passengers were safely landed. On the morning of the 6th the crew obtained the Master's reluctant permission to leave the ship, fearing danger from a change of weather, and the whole of them did so except the first officer and 4 others who remained with the Master. On this day the vessel got afloat and remained so for 5 hours, but the 6 hands were unable to save her; she again grounded heavily, and began to fill fast. The Master and 5 others left her on the 7th. In pronouncing judgment the Court felt compelled to find the Master in default; although he appeared to have thought he was steering a course that would have taken him a long way to the southward of Sable Island, yet in the absence of observations to corroborate his assumed position in a dense fog the neglect of the lead must be condemned, especially under the antecedent circumstances. The Court suspended the Master's certificate for 12 months.	Captain Gleadell's Certificate suspended for 12 months.
10. **"Lifeguard,"** S.S. *of Newcastle,* 333 Tons. Official No. 15,654. John Barry, *Master.* C.S. W. D. Stephens, *Newcastle, Owner.*	Supposed to have foundered at sea, between Newcastle and London, on or about the 20th December 1862.	Inquiry at Newcastle, before Isaac Lowthian Bell and Anthony Nichol, Esqrs., Justices of the Peace, assisted by Captains Harris and Baker, Nautical Assessors.	The "*Lifeguard,*" which was specially constructed of low dimensions so as to offer the least possible resistance to a head wind, left Newcastle for London on the afternoon of the 20th December 1862. She had on board a crew of 21 men, a stewardess, and about 30 passengers; her cargo consisted of 490 tons of dead weight and 55 tons of coal. The weather when she left the Tyne was threatening, but not sufficiently so to prevent vessels of inferior burden going to sea. Shortly afterwards a storm of unusual violence swept the east coast, and this steamer was never afterwards heard of. The chief question to which the attention of the Court was directed, was, whether any circumstances connected with the loading of the vessel were such as might have interfered with her safety during weather to be expected in the winter season. The evidence upon this point was conflicting; but one person was proved to have refused to proceed to sea in the ship as laden, and others stated in evidence that they would not have so proceeded. On the other hand the pilots who took her to sea, and others, considered her in perfectly safe trim, and the builder of the vessel said that the average load line was only exceeded by two inches. The assessors, however, were of opinion that the draught of water was such as to make her voyage in winter one of very great danger, and the Court had therefore to determine, if possible, by whose authority she was so overburthened. After careful inquiry into the usual practice and directions of the owner (who is not a nautical man) they could see no reason to believe that the Master had not full power to reject cargo in case he was so minded.	Captain Barry perished in wreck.

Name, &c. of Ship.	Case as first reported.	Steps taken by the Board of Trade.	Substance of Report after Investigation.	Final Result.
11. **"Norwegian,"** S.S. *of Montreal,* 1,888 Tons, Official No. 33,537, ANDREW MCMASTER, *Master.* C.C. 9,843.	Stranded on St. Paul's Island, at the entrance of the Gulf of St. Lawrence, 14th June 1863.	Inquiry at Liverpool, before T. S. Raffles, Esq., Stipendiary Magistrate, assisted by Captains Harris and Baker, Nautical Assessors.	The "*Norwegian*" left Liverpool on June 4th, with 326 passengers, a crew of 88 hands, and a general cargo. At noon on June 13th, an observation placed the ship in lat. 45° 54′ N., lon. 54° 54′ W. Having passed the Isle of St. Pierre her course was slightly altered to pass between Cape Ray and the Island of St. Paul. About 2 A.M. on the 14th, the Master and Mate supposed they saw land, which they took to be to the eastward of Cape Ray, and the ship's course was altered more to the westward. Up to 4 A.M. the weather continued fine, but at that hour a dense fog set in, notwithstanding which the vessel continued at full speed, going 12 to 13 knots an hour. At 6·45 A.M. breakers were seen ahead. The Master immediately ordered helm hard a port, and engines to be stopped and reversed; but before this order could be carried out, she ran upon the rocks, and ultimately became a total loss. All the passengers and crew and the mails were saved. The Court said that the course steered from noon on the 13th, towards the Gulf, appeared to have been judicious, but in opening the Gulf due allowance was not made for the strong currents known to prevail; a fact which should have made the Master cautious, and should undoubtedly have prevented him running at full speed, or even at half speed, in the midst of so dense a fog. The Court (notwithstanding the long services of the Master, who, prior to this fatal occurrence, had enjoyed and deserved the confidence of his owners and the public for a long series of years) felt compelled to suspend his certificate for 12 months.	Captain McMaster's Certificate suspended for 12 months.
12. **"Pactolus"** S.S. *of Liverpool,* 653 Tons, Official No. 6,000. EDWARD JOHNSON, *Master.* C.C.	Stranded between Little Hope Island, and the main land of Nova Scotia, 8th September, 1863.	Inquiry at Liverpool, before T. S. Raffles, Esq., Stipendiary magistrate, assisted by Captains Harris and Baker, Nautical Assessors.	The "*Pactolus*" left Halifax, N.S., for St. John's, N.B., on the morning of the 8th September 1863. A course was steered W.S.W., at full speed, for Cape Sable, until a dense fog came on at noon, when the speed was reduced one half. Shortly after 3 P.M. land was seen right ahead, and the engines were reversed full speed for 10 or 15 minutes, helm hard a starboard. This brought the ship's head to N.W. The engines were then turned ahead at full speed, with the helm still hard a starboard, whereby her head was brought to S.S.W., at which point she was steadied as her course. In five minutes land was again seen at the distance of only one cable's length on the port bow, and immediately after orders had been given to reverse, the ship struck the ground. All efforts to save the vessel proved unsuccessful, but no lives were lost, all the cargo was discharged, and much of the ship's gear saved. The Court remarked that the course W.S.W. along the coast, however safe in clear weather, was extremely dangerous, without the frequent use of the lead, in a fog; and considering the Master in default with respect to the lead, as well as in keeping his helm a starboard, and thereby bringing himself into a similar danger to that from which he had just escaped, decreed that his certificate should be suspended for 9 months.	Captain Johnson's Certificate suspended for 9 months.
13. **"Ranger,"** *of Liverpool,* GEORGE SINEY. *Master.* C.S. THOS. CARTER, *Mate.* C.C. 18,630.	Stranded in Faraher Bay, County Clare, Ireland, 19th August 1863.	Inquiry at Liverpool, before T. S. Raffles, Esq. Stipendiary Magistrate, assisted by Captains Baker and Bush, Nautical Assessors.	The "*Ranger*" left Liverpool bound for Quebec, in ballast, on the 2nd August. The crew were not sober, and the master put into Belfast for better men. The ship left Belfast on the 11th August, having a crew of 13 hands all told. Heavy weather was experienced, and on the 16th, the crew requested the Master to put back, as the pumps would not work properly; he did so, and a S. by E. course was kept until the 19th August, when they made the Loophead Light at the mouth of the Shannon, at 7·15 A.M. At eight o'clock the light lay on the starboard quarter, distant two or three miles. The Master then gave the Mate the course N.E. by E. ½ E., and told him to make no more sail than was set. At 10 o'clock, the night was thick and dark, and the Mate called the Master, who pricked off the course with him upon the chart, and told him that that course would do until daylight. Shortly before 12 o'clock, the Mate went below to speak to the Master, and while away was called up again by the man at the wheel. On going on deck he found the ship in the midst of breakers, and almost surrounded by land. An effort was made to save her, but she almost immadiately struck the ground, and the crew had to take to the boats. The lead had not been used. The Court concluded that the barque was lost by the default of the Master in not directing the use of the lead on the dark night in question, and in remaining below from 9 P.M. until the ship struck, although the Mate had on several occasions reported the dirty, thick, and rainy state of the weather. They therefore suspended the Master's certificate for 12 months. The Mate's certificate was returned to him.	Captain Siney's Certificate, suspended for 12 months. Mr. Carter's certificate returned with an admonition.
14. **"Sarah Palmer,"** *of Liverpool,* 1,301 Tons, Official No. 26,089. WILLIAM REID, *Master.* C.C. No. 5,261.	Stranded 1 mile S.S.W. of Tuskar Rock, on the 28th April 1863.	Inquiry at Liverpool, before T. S. Raffles, Stipendiary Magistrate, assisted by Captains Harris and Baker, Nautical Assessors.	The "*Sarah Palmer*" left Calcutta in good condition, on the 21st January 1863, laden with cotton, jute, rice, and saltpetre, valued at 100,000*l*. She made Mizen Head on the Irish coast early on the morning of the 28th April, passed the Fastnet Rock, and the Coningbeg Light. At 6 P.M. the Tuskar Light was seen, but no bearings were taken. An hour after the Master went below, leaving the vessel in charge of the 2nd Mate, who with the helmsman were the only persons on deck. They were rapidly approaching the light, and the Master was perfectly aware of the existence of the rock near the Tuskar, for in the very act of altering her course the vessel struck, and became firmly fixed; every effort to move her was unavailing, and the	Captain Reid's Certificate suspended for 6 months.

			impossibility of saving her evident. Eventually the ship was abandoned, and by means of the boats the crew got safely to land. The Court pronounced the Master in default, attributing the wreck to his neglect in not having taken the bearings of the Tuskar, and keeping too near the land.	
15. **"Sebastian Cabot,"** *of Liverpool,* 893 Tons, Joseph Hopkinson, *Master.* C.C.	Abandoned in the English Channel about 50 miles south west of the Lizard, 10th Oetober 1863.	Inquiry at Liverpool, before T. S. Raffles, Esq., Stipendiary Magistrate, assisted by Captains Harris and Baker, Nautical Assessors.	The "*Sebastian Cabot*" sailed from the Downs, on the 27th September 1863, bound for Bombay, and carrying a crew of 24 hands, one passenger, and a cargo of the value of 100,000*l.* In the channel she encountered westerly winds, and the tiller became unshipped from the rudder head, but was subsequently secured. Bad weather continued; and on the 7th October the stanchion of the wheel chain was carried away, three of the gudgeons were broken, and the bolts of their braces on the counter wrenched out. At noon, same day, the ship was becalmed about 100 miles W. by S. of the Lizard. On the representation of the First Mate and carpenter, who stated that the vessel was unfit to go to sea, the Master consented to put back to Falmouth, and a breeze springing up, her course was shaped for that port. At 4 o'clock on the morning of the 9th, the Lizard Lights were distant about 10 miles; at 6 A.M. however, wind and weather being fair, the Master changed his mind, wore ship to the westward and proceeded on his voyage; stating to the Mate, that he consi lered it more prudent to proceed, and put into some port in the Brazils. Towards noon the breeze increased, and at 2 P.M. a heavy sea struck the rudder, unshipping and washing it away. The ship now began to leak seriously (the leak as might be expected, being about the stern-post), but it does not appear that any effort was, at this time, made to stop it. At daylight on the 10th, the collier barque "*Archipelago*" hove in sight, and the whole of the crew of the "*Sebastian Cabot,*" by the Master's orders, left their ship, and went on board her; taking their clothes, the ship's chronometer, charts, &c. Subsequently the barque took her in tow, and at different times nearly the whole of the crew of the "*Sebastian Cabot*" returned to their own ship. On the 11th, the carpenter succeeded in stopping the leak, and the following day the ship was pumped dry. At 6 A.M. this day (the 12th) both vessels were drifting into Mount's Bay, when the "*Archipelago,*" for some cause unknown, cast off the "*Sebastian Cabot.*" The latter drifted towards the coast of Ireland, and was picked up by a steamer which towed her into Waterford. The Court considered that in this case, the Master had been guilty of two grave defaults; first, in not going into a port of safety, under the advice of his Mate and carpenter, and secondly, in abandoning his ship in a hasty, unwarrantable, and unseamanlike manner; and they suspended his certificate for 18 months.	Captain Hopkinson's Certificate suspended for 18 months.
16. **"Sir Colin Campbell,"** *of London,* 248 Tons, Official No. 39,121, Edward Thos. Neilson, C.C. 19,097, *Master.*	Stranded between St. Catherine's and the Needles, Isle of Wight, 6th February 1863.	Inquiry at Greenwich before James Traill, Esq., Stipendiary Magisrate, assisted by Captains Harris and Baker, Nautical Assessors.	The "*Sir Colin Campbell*" sailed from London on the 17th January, bound for Lagos, reached St. Helen's Roads, off the Isle of Wight, on the 31st., and departad thence about noon on the 5th February. On leaving St. Helen's, the wind being W. to N.W., she steered a southerly course till 8 P.M.; then tacked in shore, steering a north north-westerly course till 4·30 A.M. next morning (the 6th), when she struck upon the rocks, nearly midway between the St. Catherine's and Needles Lighthouses, in the Isle of Wight. She was got off with difficulty, and towed into Portsmouth the same day, having 5 feet water in her hold. On examination she was found to have sustained very serious damage, causing great loss to owners both of ship and cargo. The log had been badly kept. On the 5th at midnight, the Mate had the watch, and was relieved by the Master at 4 A.M. on the 6th. By this time the wind had become more westerly, and the weather thick, notwithstanding the Master continued the inshore tack. He returned to his cabin, was shortly recalled by the Boatswain, who had seen land, and ordered the ship to be put about; it was then too late, and she immediately struck. Under these circumstances the Court considered the Master had not exercised due caution, inasmuch as he did not make proper use of his log, nor had he calculated the force and direction of the tide. They suspended his certificate for 6 months.	Captain Neilson's Certificate suspended for 6 months.
17. **"Telegraph,"** Iron paddle steamer, *of Chester,* 766 Tons, 440 h. p. Wm. Holland Warren, C.C. *Master.*	Stranded on the South Stack Rocks, on the 17th April 1863.	Inquiry at Holyhead, before J. Williams, and W. J. Poole, Esqrs., Justices of the Peace, assisted by Captains Harris and Baker, Nautical Assessors.	The "*Telegraph*" left Dublin for Holyhead, on the evening of the 16th, with 150 passengers, and a cargo of cattle and goods. On approaching the Stack Rock, the weather became foggy, and the light which had been previously seen was obscured. The speed of the vessel was accordingly reduced, and other precautions taken. Land was now seen, and shortly afterwards the vessel struck. Efforts were successfully made for the preservation of life, but the Master was severely injured by a fall from the bridge, which did not, however, prevent his remaining at his post. The vessel was got off at high water, and it was discovered that her bow compartment was penetrated. In approaching the harbour of Holyhead care is necessary on account of the strong race that prevails near the Stacks and the liability to dense fog. The Court, however, in this case, were of opinion that there were circumstances exculpatory of the non-use of the lead, viz., the run of the tide athwart the vessel's course rendering a stoppage in proximity to the Stacks unadvisable. The Master, from his great experience on the station, and expecting to hear the signal gun, had been induced to stand on. The Court were satisfied that no neglect had occurred on the part of the lightkeepers, and that the failure to hear the signals must have arisen from other causes. And in giving judgment considered that there were circumstances which justified their taking a lenient view of the Master's conduct.	Captatin Warren's Certificate returned with an admonition.

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RETURN to an Order of the Honourable The House of Commons, dated 11 April 1864;—*for*,

A RETURN "of Tolls levied on Yachts and Fishing Smacks in the several Seaports of *Great Britain* and *Ireland*."

Name of Port.	Amount of Toll.
ENGLAND AND WALES:	
Aberystwith	Yachts - 3 *d.* per ton. Fishing vessels - free.
Aberayron (creek)	Yachts using harbour - 1 *l.* per annum. Fishing smacks under 5 tons - 5 *s.* per annum. Ditto - exceeding 5 tons - 10 *s.* per annum.
New Quay (creek)	Yachts using, or laid up in harbour - 6 *d.* per ton per ann. Fishing smacks - free.
Arundle and Littlehampton	Nil.
Barnstaple	Yachts and fishing smacks - free.
Ilfracombe (creek)	Yachts - free. Fishing smacks belonging to the port - 4 *s.* 4 *d.* per annum. Ditto - belonging to other ports - 8 *s.* 8 *d.* per annum.
Beaumaris	Nil.
Holyhead (creek)	Fishing smacks - ½ *d.* per ton. Yachts - free.
Berwick-on-Tweed	Nil.
Eyemouth (creek)	Yachts - free. Fishing smacks under 20 tons - free. Ditto - above 20 tons - 1 *s.* 4 *d.* per ton.
Holy Island (creek)	Yachts and fishing vessels - 1 *s.* for anchorage.
North Sunderland (Creek)	Yachts and fishing smacks entering the creek - ¾ *d.* per ton. Fishing smacks entering the creek, and discharging - 1½ *d.* per ton.
Bideford	Yachts registered - ½ *d.* per ton. Yachts not registered - free. Fishing smacks - free.
Boston	Nil.
Bridgwater	Nil.
Burnham (creek)	Yachts - free. Fishing smacks entering or leaving the harbour with cargo or in ballast - 4 *d.* per ton. Fishing smacks entering the harbour laden and departing without breaking bulk - 6 *d.* per ton. Fishing smacks driven in harbour by stress of weather, and not loading or unloading any part of cargo, save only for purpose of repairs, free. Should such vessels remain in harbour for a longer period than 10 days, further rates are chargeable.
Minehead (creek)	Yachts or fishing smacks under 30 tons - 1 *s.* 4 *d.* each. Ditto - ditto - 30 and under 50 tons, 2 *s.* 4 *d.* „ Ditto - ditto - 50 tons and upwards, 3 *s.* 4 *d.* „
Porlock (creek)	Yachts or fishing smacks - 1 *s.* „
Bridport	Yachts - 2 *d.* per ton. Fishing smacks - free.
Bristol	Nil.
Cardiff	Nil.

Name of Port.	Amount of Toll.
England and Wales—*continued.*	
Cardigan	Nil.
Fishguard (creek)	On all boats used for fishing or pleasure, as follows: Boats not exceeding 12 feet in length - 2 *s.* 6 *d.* yearly. „ 15 „ - - 5 *s.* „ „ 18 „ - - 7 *s.* 6 *d.* „ „ 21 „ - - 10 *s.* „ „ 24 „ - - 12 *s.* 6 *d.* „ „ 27 „ - - 15 *s.* „ Undecked boats over 27 feet long - - - 1 *s.* 5 *s.* yearly. Yachts or fishing smacks decked, using the harbour from stress of weather or other cause, except discharging or taking in cargo - - 1 ½ *d.* per ton. Yachts or fishing smacks discharging or taking in cargo - - - - - - - 3 *d.* per ton. On all vessels laying up for the winter, or for any period exceeding two months, for every 10 tons or part of 10 tons - - - - 2 *s.* 6 *d.* per ton.
Carlisle	Nil.
Silloth (creek)	Yachts or fishing smacks - - - - 6 *d.* per ton.
Port Carlisle (creek)	Ditto - - ditto from foreign - - 6 *d.* „ Ditto - - ditto coastwise - - - 4 *d.* „
Caernarvon	Nil.
Barmouth (creek)	Yachts - - - - - - - - 1 *d.* per ton. Fishing smacks - - - - - - free.
Chepstow	Nil.
Chester	Yachts and fishing smacks - - 1 *s.* each for anchorage.
Colchester	Nil.
Cowes, and Ryde (creek)	Nil.
Yarmouth (creek)	Yachts under 15 tons - - - - - 4 *d.* each. Ditto 15 and under 50 tons - - - 6 *d.* „ Ditto 50 „ 100 „ - - - 8 *d.* „ Ditto 100 „ 150 „ - - - 10 *d.* „ Ditto exceeding 150 „ - - - 1 *s.* „ Fishing smacks - - - - - - 4 *d.* „
Dartmouth	Yachts - - - - - - - - free. Ditto when using the quay for cleaning 1 *s.* per week each. Fishing smacks - - - - 6 *d.* per vessel anchorage. French ditto - - - - - - free.
Brixham (creek)	Vessels belonging to Brixham - - 6 *d.* per ton per annum. Ditto from other ports - - - 2 *d.* per ton per voyage.
Deal	Nil.
Sandwich (creek)	Yachts - - - - - - - - free. Fishing smacks - - - - - - 2 *d.* per ton.
Dover	Yachts - - - - - - - - 1½ *d.* per ton. Fishing smacks belonging to Dover - - - free. Ditto - - from other ports, if laden - - 3 *d.* per ton. Ditto - - - ditto if in ballast - 1½ *d.* „
Exeter	Nil.
Falmouth	Nil.
Faversham	Yachts - - - - - - - - free. Fishing smacks of 10 tons and upwards, when discharging - - - - - - - 5 *d.* per ton. Ditto - - under 10 tons, when discharging, 3 *d.* „
Fleetwood Folkestone	Nil.
Fowey	Nil.
Looe (creek)	Fishing boats and small yachts belonging to Looe, 2 *s.* 6 *d.* per ann. Large yachts and fishing smacks, to cover in and out - - - - - - - - 1 *d.* per ton.
Pentuan (creek)	Yachts - - - - - - - - 2 *d.* per ton. Fishing smacks - - - - - - free.
Mevagissey (creek)	Vessels belonging to Royal Yacht Squadron - free. Other yachts, 20 to 30 tons - - - - 2 *s.* each. Ditto 30 to 40 „ - - - - 3 *s.* „ Ditto 40 to 60 „ - - - - 4 *s.* 6 *d.* each. Fishing smacks - - - - - 1 *l.* 1 *s.* per ann.

Name of Port.	Amount of Toll.
England and Wales—*continued.*	
Gainsborough Gloucester Goole	Nil.
Grimsby	Yachts - - - - - - - - - free. Fishing smacks employed in bringing lobsters and salmon from Norway and Scotland - 9*s.* 6 *d.* p'ann. ea. Fishing smacks from other places 2*s.* 6 *d.* for every voyage, or 5*s.* each per month.
Hartlepool and West Hartlepool	Yachts - - - - - - - - - free. Fishing smacks (harbour dues included) - - 1¾ *d.* per ton, & 8 *d.* per vessel.
Harwich	Yachts and fishing smacks of 30 tons register and upwards - - - - - - - - - 1 *d.* per ton.
Hull	Yachts - - - - - - - - - free. Fishing smacks - - - - - - 1½ *d.* per ton.
Ipswich	Yachts in dock over two months 1 *d.* per ton per month for three months, and afterwards ½ *d.* per ton. Fishing smacks over 30 tons, if laden - - 1 *d.* per ton. Ditto - - under 30 tons - - - - free.
Lancaster Littlehampton and Arundel Liverpool	Nil.
Llanelly and Bury Estuary	Yachts and fishing vessels - - - - 4 *d.* per vessel. If above 15 tons - - - - - 1 *d.* per ton extra. Smacks - - - - - - exempt.
Carmarthen (creek)	Yachts and fishing smacks, viz: Under 20 tons - - - - - 1 *s.* per vessel. From 20 to 30 tons - - - - 1 *s.* 6 *d.* „ From 30 to 60 tons - - - - 2 *s.* 6 *d.* „ 60 tons and upwards - - - - 5 *s.* „
Pembrey (creek) viz: Bury Port Harbour	Vessels entering or departing (not seeking freight) - - - - - - - - 4 *d.* per ton. Vessels entering inner harbour from stress of weather, and not unloading - - - 6 *d.* „ Vessels entering outer harbour - - - 4 *d.* „ Vessels lying longer than seven days, inner harbour - - - - - - - - 3 *d.* „ Vessels lying longer than seven days, outer harbour - - - - - - - - 2 *d.* „
Pembrey Harbour	Vesscls entering the harbour by stress of weather, and not unloading - - - 1 *d.* „ If lying longer than seven days - ½ *d.* per ton, per day, extra.
Penclawdd (creek)	Yachts and fishing smacks - 1 *d.* per ton, and 4 *d.* per vessel.
London	Yachts - - - - - - - - - free. Fishing smacks, viz.: On peter boats with river fish - - 6 *d.* each. On small boats, wherries, or skiffs - - 1 *s.* „ On hatch boats - - - - - 1 *s.* 6 *d.* „ On great boats, smacks, or vessels laden with lobsters, mackerel, fresh herrings, sprats or plaice - - - - - - 2 *s.* 6 *d.* „ On great boats, smacks, or vessels, lighters, barges or other craft laden with salmon, or barrels of red and white herrings, cod fish, haddock, or any other fish not otherwise enumerated - - - - - 5 *s.* „ On lug boats, barges, smacks, or vessels not more than half laden - - - 2 *s.* 6 *d.* „ Oyster boat, smack, vessel or cock, lighter, barge, or other craft, for groundage - - 2 *s.* each per day. Per voyage - - - - - 1 *s.* 1 *d.* each; and Metage - - - - - - - ½ *d.* per bushel.

Name of Port.	Amount of Toll.
England and Wales—*continued.*	
Lowestoft	Nil.
Lyme	Nil.
Axmouth (creek)	Yachts and fishing smacks not exceeding 15 tons 1 *s.* each. Ditto - - ditto - exceeding 15 tons - 2 *d.* per ton.
Lynn	Nil.
Maldon	Nil.
Maryport	Yachts - - - - - - - - free. Fishing smacks - - 1 *s.* per vessel, or 10 *s.* 6 *d.* for the season.
Middlesborough	Yachts - - - - - - - - free. Fishing smacks, for refuge - - - - 3½ *d.* per ton. Ditto - - delivering cargo - - 5 *d.* per ton, and 2 *s.* 6 *d.* per vessel.
Milford	Nil.
Saundersfoot (creek)	Yachts and fishing smacks - - - - 2 *d.* per ton.
Tenby (creek)	Yachts - - - - 2 *d.* per ton each visit, or 6 *d.* per ton, yearly, or less period. Fishing smacks - - - 2 *d.* per ton, each visit, or 2 *l.* per vessel, for year or less period.
Newcastle Newhaven Newport	Nil.
Padstowe	Nil.
Penzance	Yachts over 15 tons - - - - - 2 *d.* per ton. Small yachts under 15 tons - from 2 *s.* 6 *d.* to 10 *s.* per annum, according to size. Fishing smacks belonging to Mount's Bay - 2 *d.* per ton., or 10 *s.* 6 *d.* per annum. Ditto - - from other ports - - - 2 *s.* per ton, or 20 *s.* for the season.
St. Michael's Mount (Creek).	Yachts - - - - 1 *s.* per mast, and 6 *d.* buoyage. Fishing smacks - - - - - - 5 *s.* for the season. Fishing luggers, belonging to Mount's Bay - free.
Hayle (creek)	Yachts - - - - - - - - 4 *s.* each. Fishing luggers - - - - - - 1 *d.* each.
St. Ives (creek)	Nil.
Plymouth, viz.:	
Cobbler Buoy	Yachts and fishing smacks - - - - 1 *s.* per vessel.
Millbay and Great Western Dock.	Yachts under 15 tons - - - - - 1 *l.* 1 *s.* per ann. Yachts from 15 to 30 tons - - - - 2 *l.* 2 *s.* „ Ditto - 30 to 50 „ - - - - 4 *l.* 4 *s.* „ Ditto - 50 to 75 „ - - - - 6 *l.* 6 *s.* „ Ditto - 75 to 100 „ - - - - 8 *l.* 8 *s.* „ Ditto for a short period - - - 1 *d.* per ton per week. Fishing smacks - - - - - 1 *d.* per ton per week.
Sutton Harbour	Yachts above 20 tons - - - - - 1 *l.* per annum. Ditto under 20 tons - - - - - 16 *s.* per annum. Fishing smacks exceeding 50 tons - - - 1 *l.* 1 *s.* per ann. Ditto of 10 tons and under 20 tons - - 10 *s.* per ann. Ditto under 10 tons - - - - - 5 *s.* per ann.
Devonport, viz.:	
Mutton Cove	Yachts: Cutters from 40 to 80 tons - 3 *s.* 6 *d.* each time of entering. Ditto - ditto from 20 to 40 tons - 2 *s.* „ „ Ditto - ditto under 20 tons - 1 *s.* „ „ Ditto - Schooners from 40 to 80 tons, 4 *s.* 6 *d.* „ „ Ditto - ditto - from 20 to 40 tons, 3 *s.* „ „ Ditto - ditto - of 80 tons and over, 6 *s.* „ „ Fishing smacks of any tonnage - - 1 *s.* per vessel per week.
Poole Portsmouth	Nil.
Preston	Yachts - - - - - - - - - free. Fishing smacks - 1 *s.* 3 *d.* per ton, per year (but not enforced).

Name of Port.	Amount of Toll.
England and Wales—*continued.*	
Ramsgate	Yachts, under 15 tons — 4 *d.* per ton. Yachts, above 15 tons — 6 *d.* „ or For yachts of any tonnage — 3 *s.* per ton, per annum. Fishing smacks, belonging to Ramsgate — free. Ditto belonging to other ports, viz.: Under 15 tons — 4 *d.* per ton. Above 15 tons — 6 *d.* „
Rochester Runcorn	Nil.
Rye	Nil.
Hastings (creek)	Yachts or fishing smacks under 50 tons register — 10 *s.* per vessel, for use of capsterns. Yachts or fishing smacks of upwards of 50 tons register — 20 *s.* per vessel for use of capsterns.
Scarborough	Yachts — free. Fishing yawls belonging to other ports — 1 *l.* per year. Ditto ditto in herring season 7 *s.* 6 *d.* p' month, or for each time of entering the harbour 2 *s.* Trawling smacks — 2 *s.* per vessel each visit.
Scilly	Yachts and British fishing smacks — free. Foreign fishing smacks, when using the harbour 1 *s.* 6 *d.* each.
Shields	Nil.
Shoreham	Fishing smacks — free. Yachts, if in the West Arm — free. Ditto, if in the canal in the Eastern Arm — 2 *d.* per ton, and 4 *d.* per foot on draught of water.
Southampton Stockton Sunderland Swansea	Nil.
Teignmouth	Nil.
Torquay (creek)	Yachts belonging to any club — free. Other yachts — 2 *d.* per ton. Fishing smacks belonging to Torquay — 7 *s.* 6 *d.* p' ann. Other fishing smacks — 2 *d.* per ton.
Paignton (creek)	Yachts under 10 tons — 1 *l.* per ann. Ditto above 10 and under 20 tons — 2 *l.* „ Ditto 20 „ 60 „ — 3 *l.* „ Ditto 60 tons — 4 *l.* „ Fishing smacks under 3 tons — 5 *s.* „ Ditto above 3 „ — 7 *s.* 6 *d.* „
Truro	Nil.
Wells	Nil.
Weymouth	Yachts — free. Fishing smacks — Harbour dues, 1 *s.* 6 *d.* each time of entry.
Whitby	Yachts — free. Fishing smacks — 1 *s.* 6 *d.* p' vessel.
Whitehaven Wisbeach Woodbridge Workington	Nil.
Yarmouth	Nil.
SCOTLAND:	
Aberdeen	Fishing smacks, when employed solely in fishing — free. Yachts, to or from any port or place between Flamborough Head, on the south, and Cape Wrath, on the north, excepting vessels passing through the Caledonian and Forth and Clyde Canals, but including the Orkney and Shetland Isles — 2 *d.* per ton. Yachts to or from all other ports or places in Great Britain and Ireland — 4 *d.* „ Yachts to or from all parts of Europe to the northward of Gibraltar, including the Canaries, Western Islands, Madeira, Azores, Guernsey, Jersey, Alderney, Sark, the Faro Isles, and Iceland; also the whole of the Baltic and White Seas — 9 *d.* „

Name of Port.	Amount of Toll.
Scotland—*continued.*	
Aberdeen—*continued.*	Yachts to or from all parts of the eastern coast of North America, including Greenland and Davis' Straits fisheries, all parts within the Straits of Gibraltar and west coast of Africa, as far south as the Tropic of Cancer - - - 1*s.* per ton. Yachts to or from the West Indies, and all parts within the Tropics of Capricorn and Cancer - 1*s.* 6*d.* „ Yachts navigating to the southward of the Tropic of Capricorn and all other parts of the world - 2*s.* „ Yachts entering the harbour for safety, or windbound, to pay half dues. Yachts, foreign, to pay one-half more dues than British. Yachts remaining in the harbour after three calendar months - 1*d.* per ton per month or part of a month. In addition to the above charges, all vessels pay the following rates for leading lights, tidal pier light, and flag dues :—

	s.	*d.*	
If under 40 tons - - - - -	1	–	per vessel.
Of 40 and under 50 tons - - -	1	6	„
Of 50 „ 80 „ - - -	2	–	„
Of 80 „ 100 „ - - -	2	6	„
Of 100 „ 120 „ - - -	3	–	„
Of 120 „ 200 „ - - -	3	6	„
Of 200 tons and upwards - - -	4	–	„

Alloa - - - - -	Nil.
Arbroath - - - -	Yachts and fishing smacks, under 15 tons, not registered - - - - - - - 1*s.* per vessel. Ditto - - ditto, over 15 tons - - 3*d.* per ton.
Ardrossan - - - -	Nil.
Ayr - - - - - -	Yachts - - - - - - - - - free. Fishing smacks, viz. :— Small, undecked - - - - - 4*d.* each. Large decked, 1*d.* per ton, and anchorage dues at the following rates :— If under 20 tons - - - - 6*d.* each. 20 and under 40 tons - - - 9*d.* „ 40 and under 60 tons - - - 1*s.* „ 60 and under 80 tons - - - 1*s.* 3*d.* „
Banff - - - - -	Nil.
Borrowstoness - - -	Yachts and fishing vessels under 14 tons, laden (harbour dues and light) - - - - 2*s.* 2*d.* per vessel. Yachts and fishing vessels of 14 tons and upwards - - - - - - - 2*d.* per ton, coastwise, and 6*d.* per vessel. Yachts and fishing vessels of 14 tons and upwards - - - - - - - 3*d.* per ton, foreign, and 6*d.* per vessel.
Inverkeithing (creek) -	Yachts and fishing smacks over 15 tons - - 1*d.* per ton. Yachts under 15 tons not registered - - free. Fishing smacks - ditto - ditto - - 6*d.* per vessel.
St. David's (creek) -	Yachts, free; fishing smacks over 15 tons - 1*d.* per ton. Yachts, free; fishing smacks under 15 tons not registered - - - - - - - free.
Charlestown (creek) -	Yachts and fishing smacks over 15 tons - 1*d.* per ton. Ditto - - - - under 15 tons - 4*d.* per vessel.
Limekilns and Brucehaven (creeks).	Yachts and fishing smacks over 15 tons - ½*d.* per vessel. Ditto - - - - under 15 tons - free.
Campbeltown - - -	Yachts and fishing smacks, viz. : For each time of going alongside the quay - - - - 6*d.* or 2*s.* 6*d.* per annum.
Dumfries - - - -	Nil.
Dundee - - - -	Yachts and fishing smacks - 1*s.* for every 10 tons when entering the Tay.
Tayport (creek) - -	Ditto - ditto - - 1*s.* - ditto - - ditto.
Broughty Ferry (creek) -	Ditto - ditto - - 1*s.* - ditto - - ditto.
St. Andrew's (creek) -	Ditto - ditto - - 1*s.* - ditto - - ditto.

Name of Port.	Amount of Toll.
Scotland—*continued.*	
Glasgow	Yachts and fishing smacks - 6 *d.* per ton.
Renfrew (creek)	- - Ditto - ditto - - 2 *d.* per ton, and ½ *d.* per ton per week.
Bowling (creek)	- - Ditto - ditto - - 1 *d.* per ton.
Dumbarton (creek)	- - Ditto - ditto - - 1 *d.* per ton by Clyde Trust, and 2 *d.* per ton by Dumbarton Trust.
Grangemouth Greenock	Nil.
Inverness	Yachts and fishing smacks - - 1 ½ *d.* per ton for anchorage. And if fish (salted or dried) be shipped or landed 2 *d.* per cwt. Ditto, if fresh - - - ditto - ditto 1 *d.* per barrel bulk.
Burghead (creek)	Yachts and fishing smacks over 15 tons, with cargo to discharge, 4 *d.* per ton. Ditto - - ditto - - in ballast - - 2 *d.* „ Ditto - - ditto - - windbound - - 2 *d.* „ Yachts and fishing smacks under 15 tons, not registered, if to load or discharge - - 2 *s.* per vessel. Ditto - - ditto windbound with cargo 1 *s.* „ Ditto - - ditto - - ditto - in ballast 6 *d.* „
Hopeman (creek)	Yachts and fishing smacks over 15 tons, to discharge cargo - - - - - - - 3 *d.* per ton. Ditto - - ditto - - ditto - in ballast - 1 ½ *d.* „ Ditto - - ditto - - ditto - windbound 1 ½ *d.* „ Yachts and fishing smacks under 15 tons, if to load or discharge - - - - - - 2 *s.* per vessel. Yachts and fishing smacks under 15 tons, windbound with cargo - - - - - - 1 *s.* „ Yachts and fishing smacks under 15 tons, windbound in ballast - - - - - - - 6 *d.* „
Kirkaldy	Yachts - - - - - - - - - free. Fishing smacks over 15 tons - - - - 3 *d.* per ton. Ditto - - under 15 tons - - - free.
Burntisland (creek)	Yachts - - - - - - - - - free. Fishing smacks over 15 tons - - - - 1 ½ *d.* per ton. Ditto, under 15 tons - - - - - 2 *d.* each.
Aberdour (creek)	Fishing smacks over 15 tons - - - - 1 *d.* per ton. Ditto - - under 15 tons - - - 2 *d.* each.
Pettycur (creek)	Ditto - - over 15 tons - - - - 1 *d.* per ton. Ditto - - under 15 tons - - - 2 *d.* each.
Dysart (creek)	Yachts and fishing smacks, viz.:— Outer harbour - - 1 ½ *d.* per ton. Dock - - - 3 *d.* „
Wemyss (creek)	Yachts and fishing smacks - - - - 1 *d.* per ton.
Leven and Methil (creek)	Ditto - - ditto - - over 15 tons - - 1 *d.* „ Ditto - - ditto - - under 15 tons - free.
Buckhaven (creek)	Yachts - - - - - - - - - 1 ½ *d* per ton. Fishing smacks - - - - - - - free.
Largo (creek)	Yachts and fishing smacks over 15 tons - - 1 *d.* per ton. Ditto - - ditto - - under 15 tons - - free.
Elie (creek)	Yachts - - - - - - - - - free. Fishing smacks under 15 tons - - - 1 ½ *d.* per ton. Ditto - - above 15 and under 50 tons - 1 ¾ *d.* „ Ditto - - „ 50 „ 100 tons - 2 ¼ *d.* „ Ditto - - „ 100 „ 150 tons - 2 ¾ *d.* „ Ditto - - „ 150 tons - - - - 3 ¼ *d.* Fishing boats - - - - - - 4 *d.* each.
Anstruther (creek)	Yachts under 15 tons - - - - - 1 *d.* per ton. Ditto above 15 and under 50 tons - - 1 ¾ *d.* „ Ditto „ 50 „ 100 „ - - 2 ¼ *d.* „ Ditto „ 100 „ 150 „ - - 2 ¾ *d.* „ Ditto „ 150 tons - - - - - 3 ¼ *d.* „ Fishing smacks - - - - - - 6 *d.* per vessel.
Crail (creek)	Yachts under 15 tons - - - - - 1 *d.* per ton. Ditto above 15 and under 50 tons - - 1 ½ *d.* „ Ditto „ 50 „ 100 „ - - 2 *d.* „ Ditto „ 100 „ 150 „ - - 2 ½ *d.* „ Ditto „ 150 tons - - - - - 3 *d.* „ Fishing smacks - - - - - - 4 *d.* per vessel.

Name of Port.	Amount of Toll.
Scotland—*continued.*	
Kirkaldy—*continued.*	
Pittenween (creek)	Yachts under 15 tons — $1\frac{1}{2}$ *d.* per ton. Ditto above 15 and under 50 tons — $1\frac{3}{4}$ *d.* „ Ditto „ 50 „ 100 „ — $2\frac{1}{2}$ *d.* „ Ditto „ 100 „ 150 „ — $2\frac{3}{4}$ *d.* „ Ditto above 150 tons — $3\frac{1}{4}$ *d.* „ Fishing smacks — 3 *d.* per vessel.
St. Monance (creek)	Yachts and fishing smacks under 120 tons — $1\frac{1}{2}$ *d.* per ton. Ditto — ditto — 120 tons and upwards — 5*s.* 2*d.* per vessel.
Kirkwall	Nil.
Leith	Nil.
Granton (creek)	Yachts — free. Fishing smacks, if discharging — 2 *d.* per ton. Ditto — if in for shelter — 1 *d.* „
Fisher-row (creek)	Nil.
Lerwick	Nil.
Montrose	Yachts — free. Fishing smacks, if landing fish — $3\frac{1}{2}$ *d.* per ton; and If under 50 tons, 1*s.* 6*d.* per vessel, If under 100 tons, 2*s.* per vessel, less 25 per cent. on the whole.
Perth Peterhead Port Glasgow	Nil.
Stornoway Stranraer	Nil.
Troon	Nil.
Wick	Yachts — free. Fishing vessels, 1 *s.* each time for entering the harbour. Fishermen terrar's boats, 3 *s.* per boat per annum, by composition. Other fishing boats — 8 *s.* „ „ „
Wigtown	Nil.
IRELAND:	
Ballina Belfast	Nil.
Coleraine Cork	Nil.
Drogheda Dublin Dundalk	Nil.
Galway	Nil.
Limerick	Nil.
Londonderry	All yachts and fishing smacks within the limits of the port — free. Fishing smacks from other ports — 4 *d.* per ton.
Newry New Ross	Nil.
Skibbereen Sligo Strangford	Nil.
Ardglass (creek)	Yachts — free. Fishing smacks — 2*s.* 6*d.* each.
Tralee	Nil.
Waterford Westport Wexford	Nil.

Note.—The aforegoing Return has been compiled from information obtained by the Collectors of Customs at the different ports.

Custom House, London,
27 May 1864.

F. G. Gardner,
Secretary.

YACHTS AND FISHING SMACKS.

RETURN of Tolls levied on Yachts and Fishing Smacks in the several Sea Ports of *Great Britain* and *Ireland*.

(*Captain Jervis.*)

Ordered, by The House of Commons, *to be Printed*,
31 *May* 1864.

HARBOURS OF REFUGE.

RETURN to an Address of the Honourable The House of Commons, dated 14 March 1864;—*for*,

"COPY of CORRESPONDENCE between the Board of Trade and any other Departments of the Government on the subject of HARBOURS of REFUGE since the Report of the Select Committee of 1857."

(Sir Stafford Northcote.)

Ordered, by The House of Commons, *to be Printed*,
18 *March* 1864.

COPY of CORRESPONDENCE between the TREASURY and the BOARD of TRADE on the Subject of HARBOURS of REFUGE.

The Secretary, Marine Department, Board of Trade, to the Secretary of the Treasury.

Board of Trade, Whitehall,
8 March 1864.

Sir,

As the subject of Harbours of Refuge is again to be brought under the notice of the House of Commons, I am directed by the Lords of the Committee of Privy Council for Trade to enclose, for the consideration of the Lords Commissioners of Her Majesty's Treasury, copy of a Memorandum which was prepared in this office on the subject shortly after the Report of the recent Commission.

I have, &c.

The Secretary, Treasury. (signed) *T. H. Farrer.*

(Enclosure.)

MEMORANDUM prepared by the BOARD of TRADE with reference to the REPORT and EVIDENCE published by the ROYAL COMMISSION on HARBOURS of REFUGE, 1858–1859, and the SELECT COMMITTEE of the HOUSE of COMMONS, 1857–1858, with TABLES and MAPS.

MEMORANDUM on HARBOURS of REFUGE.—BOARD of TRADE, 1861.

General Observations.

General Observations.

THERE is nothing which the public of this country have at heart more than the safety and welfare of ships and sailors. Interest and feeling are alike enlisted in any scheme which promises to encourage the one or to protect the other.

The Statute Book is full of special legislation on this subject. Committee after Committee, and Commission after Commission, have inquired and are inquiring into the subject of lighthouses, of harbours, of anchors, and of all the means devised to prevent shipwreck.

Special attention has been recently called, probably in consequence of more complete statistics, to the frightful loss of life and property which is constantly occurring on our own coasts. And when we hear that 1,000 ships and their cargoes are wrecked annually within the narrow limits of the United Kingdom, that the value of money thus lost to the country is estimated at 1,500,000 *l.*—still more when we are told that not less than 1,000 lives are lost annually in these shipwrecks—we feel that such a state of things ought not to be without a remedy. And when, in addition, we learn that there are hundreds of miles of our coasts, comprising some of our largest ports, totally unprovided with any shelter for which a ship can run with safety, we ask with impatience whether these defects of nature cannot be repaired by art, and why our enormous wealth and unparalleled engineering skill have not already been employed in constructing those refuge harbours which are, it would seem, needed to save such valuable property, such invaluable lives.

Within the last three or four years these questions have assumed a serious

General Observations.

practical shape. They have led to the appointment, first, of a Committee of the House of Commons, and then of a Royal Commission, who have investigated the subject with great care, and have brought out some very important results.

It is the object of the following observations to give a short account of these inquiries, and then to examine, by such experience as we have of the past (which, limited as it is, is our only true guide for the future), what is likely to be the real effect of the schemes which have been proposed.

If it should appear probable that any great proportion of the fearful losses on our coast will be saved by the proposed outlay—if, for instance, it is true, according to the supposition contained in the Report of the Committee, that one-third of the property, and more than one-third of the lives, lost by shipwreck, might have been saved had the proposed Harbours of Refuge existed—few will grudge the expenditure, whatever difference of opinion there may be as to the source from which it should come. If, on the other hand, a more complete examination of the details of past experience should prove that the above supposition, however natural, is not supported by the facts; if it should turn out that the expenditure required for the proposed works is much larger than was supposed—that those who will be most benefited by the proposed works do not think them worth paying for—and, lastly, that the number and proportion of past shipwrecks which the proposed harbours would have prevented is, compared with the total losses on our coasts, absolutely inconsiderable—it would seem, even after all that has passed, to deserve consideration whether we may not have been misled by feeling and by *primâ facie* probability; and whether reason and experience do not bid us hesitate before encountering an expense which must add very seriously to the amount of our present enormous taxation.

Committee of 1857–1858.

Committee of 1857–1858.

Sess. Pap. 1857, No. 262, and 1858, No. 344.

In 1857 a Committee of the House of Commons was appointed to consider the question of Harbours of Refuge, on the motion of the late Mr. James Wilson, who was Chairman. They took evidence for two Sessions, and in 1858 they made their Report.

Par. 2 and 3.

After giving some figures to prove the importance of the subject, both as regards the large and increasing amount and value of shipping and the loss of life and property by wreck, the Committee proceed to consider the wants of the several parts of the coast, and they sum up their conclusions as follows:—

Par. 4 to 9.

Works recommended by Committee, pages ix. and x., pars. 10 and 11.

"The various works which your Committee has thus enumerated as being "needful, purely or mainly for Harbours of Refuge, and which appear to it to be of "a character which can only be executed as national public works, and, as such, "under the direction and control of the Government, are:—

1. "A Harbour of Refuge on the north-east coast of Scotland, estimated "to cost from 80,000 *l.* to 335,000 *l.* according to the site that may be "selected.

2. "A Harbour of Refuge on the north-east coast of England, at an esti- "mated cost of from 800,000 *l.* to 860,000 *l.*

3. "An extension of the present Harbour at St. Ives, at a cost of "174,000 *l.*; or, if Padstow is adopted, at a cost not exceeding 35,000 *l.*

4. "A Harbour of Refuge at the Mumbles, or at some place in the "Bristol Channel, at a cost of 300,000 *l.*

5. "An improvement of the Harbour at Carlingford, at a cost of 20,000 *l.*

6. "An improvement of the Harbour at Waterford, at a cost of 20,000 *l.*

7. "The construction of a Harbour of Refuge at the Skerries, Portrush, at "a cost of 100,000 *l.*

8. "A Pier in Isle of Man, at a cost of 40,000 *l.*; making a total not "exceeding the sum of 2,000,000 *l.*; or, if spread over a period of 10 years, "at the rate of 200,000 *l.* a year.

"Your Committee is desirous to remind the House that it has not, in the most "important instances where Harbours of Refuge are now recommended, ventured

"to

" to determine the particular spots upon which they should be constructed. The " various grounds upon which the merits of these different places rest are of a " nature necessarily so technical in their character, involving questions of engineer- " ing and of nautical skill, as well as matters of fact, as to the facilities which the " different spots offer for construction, by the supply of materials and other con- " siderations, that it has appeared to your Committee that they could only be " satisfactorily determined by a Royal Commission, composed in part of profes- " sional persons, and having the best professional assistance, and, in some cases, " after a full investigation upon the spot. Your Committee has therefore come to " the conclusion to indicate only in general terms the localities where these im- " portant works are required, and it has no difficulty in strongly recommending " that a Royal Commission should immediately be appointed, with a view of " deciding the particular spots within the limits indicated at which it will be most " beneficial for the public at large that such Harbours of Refuge shall be con- " structed. Your Committee is of opinion that, considering that the harbours " now recommended are chiefly with a view to the security and development of " the mercantile marine of the country, the mercantile and shipping interest " should be represented upon such Commission."

Committee of 1857–1858.

The Committee then proceed to argue at length the question of how this cost is to be paid. They come to the conclusion that the object is in some respects national, more especially as regards the saving of life, and that the nation ought therefore to contribute something. But that the chief benefit will accrue to the shipping interest, and that this interest ought therefore to pay the chief part of the expense. They point to the analogy of the Light Dues—to the inexpediency of Government interfering to help shipping in its competition with railways—to the probable reduction of premiums of insurance—and to the greater energy and economy likely to be shown in completing the works, as additional reasons for throwing the charge in part at any rate on the pockets of those who are to benefit. As regards the shape in which shipping is to contribute, the Committee decide against a toll on vessels using the Harbours of Refuge, on the ground that such a toll must necessarily be high, and would prevent vessels in danger from entering the harbours. They conclude, therefore, in favour of a toll on all ships which pass the harbours, and they say—

Pars. 12 to 18.

Recommendation that they shall be paid for, one-fourth by public, three-fourths by passing toll.

" The conclusion at which your Committee has arrived, therefore, is, that such " a charge, if imposed, should not exceed in any case one penny per ton upon " all ships entering into or clearing from ports in the United Kingdom, which " ships, in the ordinary course of their voyages, would pass the harbours to be con- " structed; and that whatever rate is fixed upon at first, it shall be reduced from " time to time, so as not to exceed a total sum which shall be equivalent to three- " fourths of the interest which should be computed at the rate of three per cent., " and of the cost of maintenance."

Par. 18 of Report.

The Committee proceed to recommend that large sums shall be devoted to the improvement of trading harbours through the medium of the Public Works Loan Commissioners; that these loans shall be made at three per cent. interest, and shall be repaid, by means of a sinking fund, in the space of 50 years.

Par. 21, loans to trading harbours.

This report was presented in June 1858. Its main proposal was, it will be observed, that 2,000,000 *l.* should be spent by the Government in Harbours of Refuge, and that three-fourths of this and three-fourths of the cost of maintaining these harbours should be repaid by the shipping interest in the shape of a passing toll.

Royal Commission of 1858—1859.

In August 1858 the then Government appointed a Commission, consisting of Admiral Hope, Sir J. M. F. Smith, Mr. W. S. Lindsay, M.P., Captain Washington, R.N., Captain Sulivan, R.N., Captain Vetch, R.E., and Mr. Coode, C.E., " to com- " plete the inquiry in the terms recommended in the Report of the Select Com- " mittee of the House of Commons on Harbours of Refuge."

Royal Commission, 1858–1859.

See Terms of Commission, page iii.

It seems to have been the intention of the Government in appointing this Commission that its business should be simply to determine the specific professional questions left open by the Committee, viz., " to decide the particular spots within " the limits indicated (by the Committee) at which it would be most beneficial " for the public at large that Harbours of Refuge should be constructed."

The Commission, however, in their Report, which was presented in March 1859, take

Report of Commission, p. v.

Royal Commission, 1858–1859.

take no notice of the decision of the Committee of the House of Commons on the Financial question, and proceed in the first instance to establish what they call a "*basis for carrying out a national policy*" on the subject. That basis will be found in the following paragraphs:—

Recommendation of Commission as to payment of expense, p. vii.

"Where there is an entire, or (in consequence of their comparatively small "amount) a virtual absence of local interests at the place which we select for the "site of a harbour, and therefore when the benefit accruing from its construction "is confined exclusively to the passing trade, we shall consider the benefit to "be solely national. *In all such cases it is clear that the expense of its construction "must be defrayed by a grant solely from the public funds;* and we recommend "that the cost of maintenance should be met by a moderate due on the vessels "engaged in any trade which may be conducted in it, in default of which by an "annual vote for the purpose. The question whether the sums arising from such "moderate dues in these harbours should not be paid into a common fund to meet "their general expenses of maintenance, deserves consideration, as, in this mode, "a deficiency of dues for the purpose in some harbours might be met by a surplus "in others."

"Where there are local interests of considerable amount at the place we select "for the site of a harbour, and where, therefore, the benefit accruing from its "construction is divided in a proportion varying according to the special circum-"stances of each case between the passing and the local trade, we shall consider "that benefit to be partly national and partly local. In all such cases we recom-"mend that the expense of its construction shall be defrayed partly by a grant, "and partly by funds raised in the locality, their respective proportions being "determined by that of the respective amount of benefit conferred on the passing "and local trade. The expense of maintenance in this case to be a first charge "on the harbour dues, but not to go into a common fund, in order that each "locality may have the advantage or otherwise accruing from its own trade."

"Where there is a comparatively small amount of benefit conferred upon the "passing trade, and the local interests are very large at a port preferring claims "for assistance, and therefore the benefit accruing to the passing trade, though of "value to some extent, is little more than incidental, and such as would in all "probability, sooner or later, be obtained from the wants of the locality rendering "the construction of a harbour imperative, we shall consider the benefit to be "purely local. In special cases, where the wealth and enterprise of the com-"mercial community of the locality enable them to offer undoubted security, we "shall recommend a loan in aid of the construction of the harbour, the propor-"tionate amount of which will depend on the degree of refuge derived by the "passing trade."

"*We are of opinion that the various harbours we are about to recommend should "be constructed in whole or in part at the public expense, and as they are national "undertakings, we are, with the exception of * one member of the Commission, who "has given strong evidence before the Special Committee of the House of Commons "to the contrary effect, further of opinion, that, as they are national undertakings, "a passing toll should not be levied for their erection or maintenance.*"

It is to be observed that the Commission, whilst coming to the conclusion that the shipping interest ought not to be required to pay, whether by way of passing tolls or otherwise, for Harbours of Refuge, take no notice of the arguments of the Commons' Committee. Nor do they appear to have taken evidence on this part of the subject, except casually, and at one or two places only. It is probable, as will be seen more fully below, that they were led to the above conclusion by finding that the shipping interest were one and all entirely opposed to anything in the shape of a passing toll.

Special recommendations of Commission, p. xxiii.

The Commission then go on to consider the cases in detail, and the results at which they arrive will be seen in the following table, in which the proposals of the Committee are set opposite them for comparison.

The

* This relates to Capt. Sulivan, R.N., who differed entirely on this point from his fellow Commissioners.

The Commission give a table in their Report, but that table does not show the total cost, or the comparative cost shown in the following table:— *Royal Commission, 1858–1859.* p. xxiii.

HARBOURS OF REFUGE.

Proposal of Committee of House of Commons.		Proposals of Royal Commission.			
District.	Amount to be Advanced out of the Consolidated Fund, with Repayment of three-fourths by Passing Toll.	District.	Amount to be Advanced out of Consolidated Fund without Repayment.	Amount to be Advanced from Local Sources.	Total Amount Estimated.
	£. £.		£.	£.	£.
North-east coast of Scotland.	80,000 to 335,000	Wick	125,000	125,000	250,000
		Peterhead	100,000	200,000	300,000
North-east coast of England.	800,000 „ 860,000	Tyne	250,000	750,000	1,000,000
		Hartlepool	500,000	500,000	1,000,000
		Filey	800,000	nil	800,000
Coast of Cornwall	35,000 „ 174,000	St. Ives	400,000	nil	400,000
		Padstow	40,000	nil	40,000
Mumbles	£. 300,000				
Carlingford	20,000	Carlingford	75,000	nil	75,000
Waterford	20,000	Waterford	50,000	nil	50,000
Portrush	100,000				
Isle of Man	40,000	Isle of Man	50,000	50,000	100,000
Total £.	1,395,000 to 1,849,000	Total £.	2,390,000	1,625,000	4,015,000

In comparing the proposals of the Committee and Commission it is to be observed—

1. That whilst the whole expenditure proposed by the Committee is between 1,500,000*l.* and 2,000,000*l.*, the expenditure proposed by the Commission is upwards of 4,000,000*l.*

2. That this excess exists, notwithstanding the fact that the Commission have left out two works recommended by the Committee, viz., at Port Rush and the Mumbles.

3. That whilst the Committee propose to charge on the Consolidated Fund one-fourth of the cost as proposed by them, viz., 400,000*l.*, the Commission propose to charge on the same fund 2,390,000 *l.*

In addition, the Commission specifically recommend loans of public money for Harbours of Refuge to be constructed at the following places:— Report of Commissioners, page ix. „ xi. „ xiii. „ xv.

Place of Proposed Harbour.	Amount of Loan.
Moray Firth	Half the amout required. Sum not specified.
Antrim Skerries	Ditto ditto.
Mumbles	Ditto ditto.
Isle of Man	30,000 *l.*

Lastly, the Commission recommend that for the promotion of the construction of new trading or fishing harbours, and the improvement of existing trading or fishing harbours, a system be adopted of lending public money through the medium of the Exchequer Loan Commissioners, the plans and security being approved by the Admiralty and the Board of Trade. Improvement of Trading Harbours, pages xix. xx.

They also recommend that the necessary powers be given for these purposes through the medium of a public department, without requiring the parties to come to Parliament in each case.

Royal Commission, 1858–1859.

Resolution of the House of Commons, 1860.

Resolution of House of Commons, 19 *June* 1860.

The House of Commons, in the last Session, passed the following resolution, viz.:—"That, in the opinion of this House, it is the duty of Her Majesty's "Government to adopt at the earliest possible period the necessary measures to "carry into effect the recommendations of the Commissioners appointed in 1858 "to inquire into the formation of Harbours of Refuge on the coasts of Great "Britain and Ireland."

It becomes, therefore, important, in the first instance, to see to what financial result such a step is likely to lead.

Plans and Estimates of the Commission.

Plans and Estimates of Commission.

Plans and estimates of the Commission relied on as final, p. viii.

The Commissioners state (page viii.) "that while the character and cost of the "works they have decided on are open to the revision of the engineer to whom "their construction may eventually be confided, they think it well to remark that "the care with which they have gone into both these questions has been suffi-"cient to preclude the necessity of any material departure from their conclusions "in either case."

There are, however, various points connected with this part of the subject, which will require careful consideration.

First, as regards the plans.

As to plans.

Marine Engineering is very uncertain, even when the working plans have been completed by the engineer who is responsible for the work; and when the Commission say that the plans they propose are open to revision by the working engineer, they obviously leave a much wider margin of uncertainty. The more the plans are examined the more will this be seen to be the case.

Peterhead, p. xxxv.

For instance, at Peterhead the nature of the structure is undetermined.

The Tyne, p. xvii.

As regards the proposed works at the Tyne, the Commissioners state, "that it "is not to be denied that the magnitude of the works contemplated is such as to "bestow on them a character entirely novel and, therefore, to a great extent, "experimental, a view of the case confirmed by the caution with which the emi-"nent engineer by whom they have been planned spoke as to the degree of success "which he expected from their completion."

Hartlepool, p. xviii.

At Hartlepool, again, the very nature and design of the works are left undetermined.

Filey, p. xxxviii.

Even at Filey it is left uncertain whether a particular portion of the work is necessary or not.

Padstow, p. xiii.

The works recommended at Padstow are treated as to some extent experimental.

Carlingford and Waterford.

The cases of Carlingford and Waterford are remarkable. The House of Commons Committee report in the following words:—"It (Carlingford) is described "by Captain Washington as a very 'fine harbour, but with a flat or bar having "'only 12 feet over it at low-water spring tides. To dredge a channel through that "'to a depth of 18 or 20 feet, at a cost of 20,000 *l.*, would make it a good har-"'bour;' and (the Committee proceeds) Captain Washington adds that 'there are "'no two spots in the whole of the United Kingdom at which good harbours of "'refuge could be got at so small an outlay as at Waterford and at Carlingford. "'20,000 *l.* laid out on each of these would render them available at all times for "'the greater part of the vessels that navigate the Irish Seas.'"

See also Report of Committee, 1857, p. viii. and Appendix p. 249.

Report of Commissioners, pages xi. and xii. Page xxxv.

The Commission, however, after a partial examination, report, but with hesitation, that 50,000 *l.* will be the sum required for each of these places; whilst, in a supplementary report made after further examination, they intimate that Carlingford alone may require 25,000 *l.* more, or 75,000 *l.* in all.

Original estimate and actual cost of present Harbours of Refuge.

It is scarcely necessary to say that this uncertainty throws no imputation on the skill or pains of the Commissioners. The excess of expense of harbour works over and above the estimate is a necessary consequence of our uncertainty concerning marine engineering, The very difference between the estimates of the Committee and the more elaborate estimates of the Commission illustrates this. Still more strikingly it is illustrated by the following table, giving the original estimates and actual cost of the harbours of refuge already constructed.

STATEMENT showing, in respect of the undermentioned Harbours of Refuge, the Amounts of the original and present Estimates, the Amounts already expended, and remaining to be expended, &c., &c.

Plans and Estimates of the Royal Commission.

See Admiralty Letter to Board of Trade. No. 12,809/60.

Harbours.	Date of Commencement of Works.	Estimates for the Works.				Expended to 31st October 1860.	Remaining for Expenditure on 1st November 1860.	Remarks.
		Amount of original Estimate.	Subsequent additions thereto.		Total present Estimate laid before Parliament.			
			Date.	Amount.				
		£.		£	£.	£.	£.	
Holyhead -	1847	808,063*	1855–6 1856–7 1857–8 1858–9	390,000 3,000 102,000 445,000 171,937	1,920,000	1,203,489	716,511	*Vide* Annual Estimates presented to Parliament for Civil Service, as regards the *estimated cost* of the Works.
Portland -	1847	584,425*	—	—	932,135† In addition to which the Treasury sanctioned in June last a further expenditure of 115,000 *l.*	896,757	35,378 115,000	
Dover -	1847	245,069*	—	—	650,000†	419,241	230,759	
Alderney -	1847	619,829*	—	—	1,300,000†	798,791	501,209	
	—	2,257,386	—	—	4,917,135	3,318,278	1,598,857	

* Per Engineer's Return to House of Commons, 25th March 1850. No 455/50.
† Per Return to House of Commons, 6th May 1858. No. 262/58.

In round numbers the original estimate was 2,260,000 *l.*

The actual expense will certainly be nearly 5,000,000 *l.*, and may be much more, and there is the expense of fortification besides.

Kingstown Harbour, which was constructed under different management, is not included in the above. The original estimate was 801,159 *l.* The sum spent is 825,666 *l.* Works included in the original plan and estimate at a cost of 117,000 *l.* have been abandoned, and other works, at a cost of 142,000 *l.*, have been undertaken, thus making the difference.

The fact is, that although the engineer may compute with accuracy the cost of the work which he at first proposes, neither he nor his nautical advisers are able to predict with certainty how currents, wind, silt, &c., will affect and be affected by artificial constructions in water; and it is constantly found, in the progress of works of the kind, that immense additions to the original plan have to be made in order to attain the object in view.

Additional expense for fortifications.

In addition to the cost of building the harbours proposed by the Royal Commission, there will certainly hereafter, on the first dread of invasion, be the cost of fortification. If not fortified the proposed Harbours of Refuge will, in case of war, be traps to our shipping, and landing places and bases of operations for an invading enemy. Indeed, it seems to deserve consideration whether, in originally determining the plans of the harbours, the mode in which they must be fortified ought not to be determined, and the expense included in the estimate.

Funds from local sources.

Funds from Local Sources.

But there is another element in the computation of the Commission which still more seriously affects the financial results; it is assumed by them, that 1,625,000 *l.* will be contributed towards the harbours from local sources. There is nothing in the evidence which directly supports this assumption, whilst there is much which more or less indirectly points the other way.

Appendix to Report of Commissioners, p. 205.

Appendix to Report of Committee of 1858, pp. 2 and 209.

At Wick it is proposed that 125,000 *l.* shall be given by the public, and 125,000 *l.* raised from local sources. The only evidence is, that the British Fisheries Society are ready to give 25,000 *l.*, but refuse to give more. The entries at the port of all kinds are only 47,000 tons, and the number of fishing vessels about 1,400. Mr. Laing, late Member for Wick, says that his constituents might as well have been asked to pay off the national debt as to raise 100,000 *l.* And if they could raise such a sum, would not that sum alone do all, or nearly all, that the fishing boats require?

Funds from local sources.

Peterhead, ditto, Report of Commissioners, p. 23. and Appendix to Report of Committee, 1858, p. 209.

See below, p. 10.

At Peterhead the proposal is, that the public shall give 100,000 *l.*, and that 200,000 *l.* shall be raised at the place. This is still more unlikely than the proposal for Wick. The whole entries at Peterhead are about 47,000 tons a year, and the fishing boats about 400 in number. There is no evidence to show either the ability or the willingness of the port to contribute anything, whilst the Scotch shipowners of other ports, as mentioned below, not only will not pay for such a harbour, but do not want to have it.

Appendix to Report of Commissioners, p. 366.

At the Tyne it is proposed that the public shall contribute 250,000 *l.*, and local sources 750,000 *l.* It appears that the Tyne Commissioners have now power to raise and spend 200,000*l.* or upwards on these works, that they are prepared to raise and spend in the whole 400,000 *l.*, if the Government will give them 400,000 *l.* more. But there is no evidence to show that the Tyne could or would spend 750,000 *l.*

Appendix to Report of Committee of 1857, p. 148.—Mr. Jackson's evidence.

At Hartlepool the Commissioners propose that the Government shall spend 500,000 *l.*, and the place 500,000 *l.* In 1854 Hartlepool obtained a Bill for making a Harbour of Refuge with money to be borrowed on credit of the tolls. Mr. Ward Jackson, one of the most energetic men in England, has done all he could to carry this plan into effect, but he has failed in two attempts he has made to procure loans for 50,000 *l.* and 100,000 *l.* This does not lead one to expect that Hartlepool will raise 500,000 *l.*, more especially as the Commission propose that the toll which, by the Bill of 1854, the Hartlepool Harbour Trust were empowered to levy on vessels taking refuge, and which was to form a part of their security, shall not be levied in the harbour now proposed.

It seems, therefore, to say the least, very questionable whether anything like the sum suggested could or would be raised from local sources. The Government might, it is true, though this is not suggested by the Commission themselves, advance this part of the outlay; but if they did so, they would do it on insufficient security, and would probably never be repaid. In short, if the Government commence works in such partnership, they will in all probability be left with the burthen on their own shoulders, and be obliged to complete the whole or nearly the whole of the plans at the public expense.

Scheme of Commission may lead to indefinite public expenditure.

Looking, therefore, to the uncertainty of the estimates, and the deficiency of local resources, it would appear that the result of adopting the scheme of the Commission will be to pledge the country to an expenditure of which it is impossible to foresee the end or limit. Taking former cases as a guide, there is nothing extravagant in the supposition that the whole cost of these works may in the end amount to 8,000,000 *l.* or 10,000,000 *l.* And, it may be observed, that if this charge were thrown on shipping, it would require as much as the whole of the present light dues to pay the interest on the capital expended.

Shipowners' views.

Shipowners' views.

It remains to be considered how far the object to be attained by the expenditure is worth this cost.

Shipping interest chief gainers, and ought to pay.

Report of Committee, 1858, pp. x. to xx.

See also Capt. Sulivan's evidence, and Report of Commissioners on local charges there quoted.

Whatever be the advantages to the nation, there can be no doubt that the shipping interest is the interest which ought, in respect of their property, to derive the greatest and most immediate benefit from the proposed harbours. There can be no less doubt that that interest ought, *if the benefits are such as have been expected*, to pay the greater part, if not the whole, of the expense. The arguments of the Commons' Committee are perfectly conclusive upon this point. And even as regards life,—for the saving of which no one would grudge a reasonable expenditure, from whatever source it may come,—there is no one who has so immediate and palpable an interest as the shipowner. Risk is one of the elements of wages; and everything which diminishes the amount of labour in the market, or deters men from taking to a sailor's life, is pro tanto injurious to the shipowner; therefore as regards not only the saving of property, but also, though in a less degree, of life, the shipowner's interest in the subject is great, and his practical opinion valuable.

The shipping interest strongly opposed to paying.

Now it is not a little remarkable that the shipping interest are lukewarm on the subject of Harbours of Refuge, if constructed at the Government expense, and violently opposed to the payment of a passing toll for their construction or maintenance. The shipping interest are not a body who suffer in silence, and for the last few years the Board of Trade has had numerous memorials and complaints

plaints from them, but there are few, if any, instances in which that interest has represented the want of Harbours of Refuge as one of their desiderata. The present movement was not got up by the shipping interest, nor were persons connected with that interest the principal witnesses before the Committee in support of the scheme, whilst almost every person connected with the shipping interest has objected in the most decided way to a passing toll. At the same time almost every witness connected with that interest has strongly pressed for the improvement of existing harbours. *Shipowners' views.*

The shipowners of Aberdeen, Stonehaven, Dundee, Montrose, Arbroath, and Leith (and there are no more shrewd judges) are almost unanimous in the opinion that no Harbour of Refuge is wanted on the east coast of Scotland. Notwithstanding this, the Commissioners have recommended two; not only one at Wick, which might be required for the fishing boats, but one at Peterhead also for the passing trade and as a naval station. *See* Index to Report of Commission, pp. 277, 283, 291, 299 and evidence there referred to.

Mr. Allan Gilmour, of Glasgow, one of the largest shipowners in the country, is against Harbours of Refuge altogether. Do. p. 286.

Mr. Graves, Chairman of the Liverpool Shipowners' Association, and representing the shipping interest of that port, is obviously lukewarm on the subject, and decidedly opposed to anything like a passing toll. Mr. Mondel, a very intelligent shipowner of the same place, virtually agrees with him. Mr. Langton, representing the underwriters of the same place, thinks that wrecks are chiefly due to causes which no Harbours of Refuge could prevent, and seems also to think that it would be long before they would diminish the premiums of insurance. Do. p. 292.

There is, undoubtedly, great concurrence of opinion as to the want of some harbour on the east coast between the Fern Islands and Flamborough Head, but even here the witnesses most interested are almost uniformly in favour of improving existing harbours instead of making one or more great Harbours of Refuge, and they are, to a man, against anything in the shape of a passing toll.

Mr. Cowan, Chairman of the Tyne Improvement Commissioners, and also director of an insurance club, expressed the strongest opinion on this point to the Committee, and says that Harbours of Refuge would not reduce premiums of insurance. Report of 1857, p. 187.

Mr. Alcock, Chairman of the Sunderland Shipowners' Society, and Mr. Robinson, shipowner of the same place, are equally strong in their opinion. Report of 1857, pp. 193 and 213.

Mr. Ward Jackson, of West Hartlepool, whilst strongly advocating the proposed Harbour of Refuge there with a toll on ships entering it, is very decidedly opposed to a passing toll. *See* Appendix to Report of Committee of 1857, page 150.

The Committee of Lloyds have, in answer to the Board of Trade, stated, *as a matter of opinion*, that the proposed new harbours would tend to reduce premiums eventually, and would certainly be valuable as tending to save life.; and, *as a matter of fact*, that the existing harbours of Holyhead, Kingstown, and Portland have *not* affected premiums of insurance. The Liverpool Underwriters' Association state, that it is not generally apprehended that the advantages of the proposed new harbours would be immediately acknowledged as likely to materially influence premiums; and they state further, that the construction of the existing harbours of Kingstown, Holyhead, and Portland has *not* affected premiums. Letters to Board of Trade of 18 and 20 Dec. 1860.

The evidence before the Commission is meagre on this point, because they abstained from examining upon it. But there can be no doubt that any proposal to build a Harbour of Refuge at any part of the coast at the cost of shipping, whether by means of a passing toll or by a charge on the existing light dues, would be met by the most determined opposition from the united shipping interest.

Doubts as to the Advantages of these Harbours.

Doubts as to advantages of Harbours of Refuge.

It would be very difficult for the Government to force upon the shipping interest the benefit and the expense of Harbours of Refuge, if that interest is opposed to them, even assuming the advantage from those harbours to be as great as has been supposed.

But the line taken by the shipping interest raises great doubts concerning those advantages. There can be no better test of the value of an article than the price the purchaser is willing to pay for it. If, as is admitted by every one, no toll can be taken on vessels which use the harbours, and if the shipowners are

Doubts as to advantages of Harbours of Refuge.

unwilling to pay for them in any other shape, we have the best possible proof that in the opinion of those most competent to judge, and most interested in arriving at a right conclusion, the proposed harbours will not be worth the cost. The opinions expressed by the shipowners proceed from the most intelligent of the class. The men who object to pay a passing toll for Harbours of Refuge do not object to pay for the improvement of trading harbours, nor do they object to the payment of light dues, which are another species of passing tolls, or if they do object, they only mean that they wish the light dues to be paid out of the Consolidated Fund. They have never said that they do not think the benefit of the lights worth paying for. On looking more carefully into the case, it will not be difficult to find many good reasons for these opinions of the shipowners.

1. There is no doubt whatever that the great proportion of vessels that are lost are coasters of small value, and comparatively ill found.

2. Where the vessel is well found, properly loaded, well manned, and well commanded, safety is best found in keeping the sea, and this, accordingly, is the practice with the better class of shipping.

3. The coasting trade and short foreign trade is rapidly being transferred to steamers. These vessels are comparatively able to keep off a lee shore, and are seldom lost from mere stress of weather. Even in the London coal trade, it appears by returns from the Coal Exchange, that whereas five years since there were about 40 screw colliers there are now about 80, with augmented tonnage; that some of them carry 1200 or 1300 tons per voyage, and make the voyage out and home weekly, and that they represent at present about one-fifth of the whole carrying trade to London.

4. Harbours of Refuge are therefore required for bad vessels rather than for good ones: and to tax shipping generally to pay for them would be to tax the better class for the benefit of the worse, and to discourage the development of steamers, which, while they have little comparative need of the harbours, would have to pay, from their frequent voyages, an enormous portion of the passing toll.

5. *A harbour is only of use to vessels that are so placed as to be able to get into it, and the chances are great against this being generally the case.*

6. Even supposing the harbour to be in the right place, wrecks often happen when from mist, snow, and thick weather, vessels cannot see to get in.

See above, p. 11.

7. The existing harbours have not affected premiums of insurance at all.

These considerations, whilst they afford strong arguments against a passing toll or a charge on the Mercantile Marine Fund, also throw great doubts on the national advantages of these harbours.

It is, therefore, desirable to examine carefully the grounds on which the case for these harbours rests.

General Argument in favour.

General argument in favour of Harbours of Refuge.

The broad and natural *primâ facie* view is, that the loss of life and property on our coast by wreck is enormous, and that it would be an act of national economy, as well as humanity, to prevent or reduce this by the expenditure of two or three millions of public money on the construction of Harbours of Refuge.

General argument, that it is good economy to spend 2,000,000*l.* or 3,000,000*l.* to save the enormous annual waste of life and property by wreck.

Thus the Committee of the House of Commons, after quoting figures to show the importance of our shipping, make the following remarks:—

Report of Committee, 1858, par. 3. p. iv.

"In order that the House may the better see the extent to which losses and "damage are sustained by casualties at sea the Committee has caused to be "inserted in the Appendix to the Report of 1857, a wreck chart for the five "years 1852 to 1856, both inclusive, compiled from the Admiralty and Board of "Trade returns, and submitted by the Hydrographer of the Admiralty. By "referring to that map and to the evidence of Captain Washington it will be "seen

" seen that the number of ascertained casualties in these years amounted to 5,128, " being an average of 1,025 a year. These casualties consisted of— *General argument in favour of Harbours of Refuge.*

	£.
" 1. Total losses by stranding or otherwise - - -	1,940
2. Total losses by collisions - - - - -	244
3. Serious damage, having to discharge - - - -	2,401
4. Collisions, with serious damage - - - -	543
TOTAL - - - £	5,128

" The total ascertained losses from all causes, therefore, amounted to 2,184 " vessels, or at the average of nearly 437 in each year. The total reported loss " of life connected with these casualties was 4,148 persons, or, upon an average " of five years, nearly 830 in each year. In 1854 the loss of life amounted to no " fewer than 1,549 persons. The value of property lost by total wrecks is " estimated by Captain Washington at one million a year at least, and by other " losses and casualties at 500,000 *l.*, making altogether 1,500,000 *l.* as the annual " loss to the country from these casualties on our coasts. Captain Sullivan con- " siders this a very low estimate, and would place it higher. Your Committee is " disposed to adopt it, as at least not being an exaggeration of the truth. It " may, therefore, be fairly stated that, under present circumstances, the ascer- " tained average loss upon the coasts of the United Kingdom amounts annually " to 830 human lives, and property to the value of 1,500,000 *l.*; and this is " independent of the numerous and serious losses both of life and property con- " nected with the fisheries on the coasts."

It should be remarked, in passing, that the Wreck Return since 1855 does include casualties to fishing-boats.

The Committee afterwards make the following calculation :—

" The estimated cost of the proposed improvements has already been stated as " not exceeding 2,000,000 *l.* or, if spread over 10 years, at the rate of 200,000 *l.* " a year. This is no doubt a large sum ; but your Committee would respectfully " submit that it is comparatively a small one for works having for their object the " diminution of danger in the navigation of our coasts, which at present involves " an annual loss of lives to a number exceeding 800, and of property to the " amount of 1,500,000 *l.*: not that the Committee would wish it to be inferred " that it is of opinion that the whole of those losses would be obviated by the " proposed works, but it is of opinion that if a considerable portion were pre- " vented, of which there can be no question, the case is strong enough to induce " a great effort to be made by Parliament and the Government to accomplish " them. Regarded from this point of view, *and supposing that the important " works now suggested were to prevent a loss of property only to the extent of* " 30 *per cent.*, the whole outlay required would be defrayed by less than four " years' saving effected by it. With regard to the saving of life—a question " which in public importance, and as involving the necessity of action on the " part of Parliament, must be looked upon as one of much greater moment—your " Committee would remark that the proposed works would be, in all probability, " the means of saving a larger proportion than in the case of property : the " loss of life is generally the result of total wrecks, and it is that class of casualties " that would be most avoided by Harbours of Refuge." Report, par. 12, p. x.

The Commission begin their report by stating "that the annual loss of pro- " perty from casualties on our coasts has been estimated at 1,500,000 *l.* sterling, " whilst the average loss of life arising from them, during a period of six years " from 1852 to 1857, has amounted to that of 780 persons annually. In one " year alone (1854) no fewer than 1,549 persons perished from these casualties." Commission Report, page v.

The returns for 1859, had they been forthcoming when the Commission reported, would have furnished a still more fatal array of figures, since in that year there were no less than 1,416 casualties, of which 585 resulted in total loss, and no less than 1,645 lives were lost. *See* Board of Trade Wreck Register for 1859, Tables 16 & 19.

From such figures it is reasonable to conclude that a very large sum of money may properly be spent in order to prevent or materially diminish these calamities. And it is not unnatural to jump to the further conclusion that Harbours of Refuge will have this effect.

Falacy of the conclusion drawn from the general argument in favour.

Fallacy of this Reasoning.

But the truth of the latter conclusion has been assumed, not proved.

In order to get at the truth it would be necessary to eliminate :

First, those cases in which the wreck arises from causes which no Harbour of Refuge, wherever placed, could have prevented—*e. g.*, bad and ill-found ships, defective seamanship, negligence, collisions, founderings at sea, &c., &c.

And, secondly, those which, though occurring through stress of weather, occur in places where no Harbour of Refuge that has been suggested could have prevented the loss.

It is difficult to do this perfectly. But the following considerations will show how much the large figures quoted above are likely to mislead.

Wrecks from causes independent of Harbours.

Wrecks from causes independent of Harbours.

Unseaworthy ships and bad management. Report of Commission, p. vi.

The Commission themselves say : " A considerable number of vessels are sent " to sea more or less unseaworthy ; and even of those which are lost at the " entrance of the harbours, endeavouring to run in during heavy weather, the " information within our reach is not sufficient to determine what proportion are " lost from want of seamanship or from recklessness in running for a harbour " under circumstances in which a well-found vessel would experience compara- " tively no danger in keeping the sea."

Appendix to Report, p. 442, Queries 15,340-41.

The evidence of Mr. John Gray, Inspector of Insurance Clubs at Sunderland, bears out this statement so far as the unseaworthiness of colliers is concerned. Still more strong is the evidence of Captain Bedford, R.N. His observations are as follow :—

Capt. Bedford's Report on Vessels in the Coal Trade. Harbours of Refuge Commission. Vol. I. p. 244.

" As to the condition of vessels employed in the coal trade,—

" As far as I have been able to glean from credible and disinterested parties, it seems unquestionable that a large proportion of colliers are vessels that, like old horses, have lost 'their marks,' and been excommunicated from foreign service, and thrown on the market, to be sold at low prices, some for 400 *l.* or 500 *l.*, and bought by shareholders out of earnings derived from business that gives them no knowledge or experience of what vessels ought to be. They are then covered by high insurance in the 'clubs' or local insurance companies distinct from 'Lloyd's,' and sent to sea, many of them to perish with their crews, whilst the owners live on the insurance. But, alas for the widow and the orphan ! they touch not spoils. I trust there are not many of this class of shipowners ; but there have been some.

" The present very depressed state of the shipping interest is such, that many owners cannot afford to repair their vessels properly, and they are thus kept running too long, though unseaworthy. For the same reason they are mostly undermanned. Many have not more than two able seamen before the mast, and perhaps three boys, captain, and mate, while foreign vessels of the same tonnage would have at least half as many more.

" An 'old basket' is a common expression among the crews for their vessels, and a very significant one too, for pumping seems to be the chief employment. When such leaky vessels are caught in a gale the small crew become soon exhausted, and can make little effort to save their craft or keep her off the land : having no confidence in the soundness of their vessel, their chief care is naturally to save their lives by running away for a port, or beaching if they cannot reach one.

" I was informed by a respectable captain of a collier that nearly all the vessels are too deeply loaded, and are no better than 'half-tide rocks,' on which heavy seas tumble and sometimes break in their decks. His brig of 223 tons, new measurement, carried 380 tons of coal, filled up to the 'very eyes.' Such vessels becoming leaky, get so much by the head that if they have not forward-pumps fitted they could not keep her afloat.

" The present pay is 4 *l.* per man per voyage to London and back ; but so long as a vessel remains in port waiting for her cargo, neither master nor man receives wages. The consequence is that there is a great rush to get into port first, in order to be soonest discharged and reloaded, so that if a fleet of 200 or 300 sail

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Wrecks from causes independent of Harbours.

are collected by adverse winds, no sooner does a change take place than great competition ensues, for the last may probably have to wait three weeks before she is reloaded, and so perhaps lose a good freight. In this way many risks and losses are incurred by recklessly running down on their port where there is not water enough to enter.

"The screw colliers are generally overloaded. The 'Hunwick,' that left West Hartlepool on Sunday, 8th November, and of which Lieutenant Horner and I exclaimed 'How deep she is!' foundered on her voyage to London near Yarmouth Roads. The crew had been pumping the whole way.

"Two or three vessels of this description, out of Hartlepool, have foundered in consequence of being overloaded. One of these had to return into harbour ere she had passed the Heugh, as the sea was making a clean sweep of her decks; and they were obliged to discharge 100 tons of coal ere she proceeded on her voyage. The same was afterwards lost with her crew.

"It thus appears that a class of vessels, the substitution for which for the 'old basket' might reasonably have been supposed to lessen the risk, is still made very dangerous by loading them beyond their capabilities. And in this opinion I believe I should be supported by every unprejudiced witness of the 'Hunwick's' departure from Hartlepool.

"I fear the life of the sailor is not sufficiently considered in these cases. God may take care of the widow and orphan; but the insurance will cover the owner's risk.

"It is a pleasure, however, to learn that there are some especially whose principles are to employ only thoroughly sound and trustworthy vessels, that are not only able, but whose masters have orders to keep to sea, instead of bearing up with every single-reefed topsail breeze. With such vessels the losses are rare."

The complaints from seamen on this subject are loud and bitter. It is an observation frequently made, that when a vessel is good for nothing else, she is sure to find a market in the coal ports, *and that no one ever heard of a collier being broken up!* The fact seems to be that in bad times the margin of profit in this trade is so small as to reduce the poorer class of owners, of whom there are many, either to employ ill-found ships or to abandon the business.

It is obvious that neither the shipping interest generally nor the public could be asked for money to save the class of vessels thus adverted to; and it is open to question whether making Harbours of Refuge for them to run to would not encourage these, to the detriment of a better class of shipping, and whether it might not also encourage some persons to take their ships to sea under circumstances under which prudence and humanity would require them to stay in port. If this were the effect of Harbours of Refuge they would do more harm than good.

That it is not generally the good and well-found ships which are lost for want of Harbours of Refuge, is pretty clear from the evidence of the shipowners themselves.

Appendix to Report of Commission, Queries 6912, 6913, 6915, 6916, 6927.
Do. Queries 3428 and following to 3441, 3458 and following to 3475.
Ditto Evidence, p. 73, and following.

The evidence of Mr. Graves, Chairman of the Liverpool Shipowners' Association, speaking on behalf of Liverpool shipowners, is to this effect: so is that of Mr. Allan Gilmour of Glasgow, who indeed speaks most strongly against making Harbours of Refuge, or using Harbours of Refuge at all. This evidence is especially well worth reading, coming as it does from one of the largest owners in the country. To the same effect is that of the most intelligent shipowners of Aberdeen, Dundee, Montrose, and other ports in Scotland. The fact that the best shipowners instruct their captains to keep the sea rather than trust to Harbours of Refuge speaks volumes on this point.

See Wreck Return, 1859, p. 20, 21, & 22.

The Wreck Return gives an abstract of the causes of wrecks, so far as they can be ascertained. If the casualties from "stress of weather" alone are taken, and if from these are excluded those which arise from foundering at sea, very few of which could be prevented by any harbours, we shall find that, instead of the 1,416 mentioned above as the total number for 1859, the whole number was 523. This point is considered in detail below.

Losses of fine ships and numerous lives, which no Harbour of Refuge could prevent.

It is also to be considered that the very saddest wrecks of the largest ships, which do most to swell the terrible array of loss of life and property, are generally such as no Harbour of Refuge could have prevented. The true proportionate effect of casualties is ill represented by mere figures, or by the dots on the Wreck Chart. The loss of one ship such as the fine emigrant ship "Tayleur" near

Wrecks from causes independent of Harbours.

Dublin, may cause greater loss and more misery than a hundred casualties to colliers. In the year 1859, for example, out of the 1,645 lives lost, 926 lives were lost in three fine ships, the "Royal Charter," the "Pomona," and the "Blervie Castle." The "Royal Charter" was lost just after passing Holyhead, the "Pomona" opposite Wexford, and the "Blervie Castle" in the English Channel, all of them under circumstances in which no Harbour of Refuge which has ever been suggested could have been of the slightest use.

The experience of 1860 affords a strong illustration. This year has been almost unprecedented for constant bad weather, and the casualties are very numerous, being 1,379 in all, or more than 300 above the annual average of the previous eight years. But the loss of life has been comparatively small, being only 535, or less than two-thirds of the annual average of the previous eight years. This is due to the fact that there have been no losses of large passenger ships such as the "Tayleur" or the "Royal Charter."

Wrecks in places where no Harbour is proposed.

Wrecks in places where no Harbour is proposed.

Secondly, it is of equal importance to consider that, whilst Harbours of Refuge can only be placed at one or two spots, the casualties referred to happen all round the coasts, so that unless the harbour happens to be exactly in the right place at the right time no benefit would arise from it. A glance at the Annual Wreck Chart or, still better, at the Five Years' Wreck Chart annexed to the Report of the Committee of 1857, will show that wrecks are scattered over the whole of the coasts; that the number at any particular point depends much more on the amount of shipping than on the nature of the coast; that the greatest number of wrecks occurs at the mouth of trading harbours, or where the passage is most crowded; that, numerous as they are on the several points of the north-east coast of England, they are almost equally numerous opposite the Frith of Forth, which the Committee say "forms an excellent place of refuge;" opposite the Humber, Yarmouth Roads, and the Thames, which the Committee say "afford in different degrees places of security;" and in the higher part of the Bristol Channel, and opposite to the mouth of the Mersey, where no Harbours of Refuge have ever been contemplated.

Report of Committee, 1858, p. 5.

If we look to loss of life, which is the ground alleged for making the public purse contribute to these harbours, we shall find that the facts point to a similar conclusion.

Appendix, Table 8.

In the Appendix is a Table giving the lives lost by shipwreck during the last 11 years, with the places in which each loss occurred* (*see* also Table 13). This Table by no means bears out the opinion commonly received, viz., that most lives are lost on those parts of the coast in which, on account of the want of natural harbours, it is proposed to make artificial Harbours of Refuge.

For instance, the lives lost on the east coast, between the Farn Islands and Flamborough Head (for which three harbours are proposed), have during the 11 years been 523, whilst the lives lost between Flamborough Head and the North Foreland have been 957. The la ter extent of coast is somewhat greater than the former, but it contains three places of shelter, viz.—the Humber, Yarmouth Roads, and the Thames, not to mention Harwich.

Again, the lives lost between the North Foreland and the Isle of Wight have been 465; and the lives lost between the Start and the Land's End (in which there are the harbours of Plymouth and Falmouth), have been 445, whilst the lives lost between the Land's End and Hartland Point, including Scilly, for which district the new works at Padstow and St. Ives are proposed, have been 330.

The lives lost in the Bristol Channel between Hartland Point and St. David's Head have been 440. In the upper part of the Bristol Channel no harbours of Refuge at all are proposed; whilst in the lower part there is the natural Harbour of Milford Haven. Those lost in the southern half of the Irish Sea, including Holyhead and Kingstown, were 879, and those lost in the northern part of the same sea 1,453.

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* Some allowance must be made for the fact that the Returns for the years previous to 1856 do not include fishing-vessels.

Wrecks in places where no Harbour is proposed.

The lives lost in the district from Cape Wrath, including the Orkneys to Buchanness, for which the two harbours at Wick and Peterhead are proposed, have been 197; whilst the lives lost between Buchanness and the Farn Islands, including the Frith of Forth, have been 261.

The whole number of lives lost on our coasts during the 11 years have been 6,872. Of these, 1,052 have been lost in the three districts more specially selected for artificial harbours, viz.: on the north-east coast of England, 525; on the north coast of Cornwall, 330; and on the north-east coast of Scotland, 197.

From such figures, it is impossible not to conclude that, amongst the many causes which lead to loss of life, the want of harbours in the particular places which have been selected is one of the least important.

Number of Harbours recommended by Committee and Commission.

The difficulty of making any one Harbour of Refuge serve any great extent of coast is well illustrated by a comparison of the recommendations of the Committee with the results of the more skilled and elaborate inquiries of the Commission. The former recommend one harbour on the coast of Cornwall; the latter find two necessary, viz., at St. Ives and Padstow. The former say there should be one on the north-east coast of Scotland; the latter, after receiving the opinions of the Scotch shipowners that there should be none, advise that two are needed, viz., one at Wick, chiefly for the fisheries, and a second at Peterhead.

North-east Coast of England.

North-east Coast of England.

But the most striking case is that of the north-east coast of England. Here, if anywhere, there is concurrence of opinion in favour of some Harbour of Refuge. The Committee seem to have hesitated between Hartlepool and Filey. The Commission, when they went to the spot, found, as might be expected, great difference of opinion. One opinion, indeed, was strong and universal at each port, viz., that that port should be improved rather than that a large harbour should be made elsewhere. It was further represented by the shipowners and mariners of the Tyne and Wear that casualties occurred, for the most part, to vessels which were returning or driven back to their own ports; that many ships were caught by bad weather north of Hartlepool or Filey, and that every captain would always run for his own port. When the witnesses were asked where, if not at their own ports, they would have the harbour, opinions were divided. Amongst all the witnesses of whom this question was asked in the various places along the coast from Aberdeen to Hull, there were 26 for Filey and 25 for Hartlepool; and amongst the latter, Mr. Calver, the well-known and experienced Admiralty Surveyor. For Hartlepool the case was: that it was in the centre of the district and in the bight of the great bay extending from the Farn Islands to Flamborough Head, and therefore at the point most easy of access to the greatest number of ships caught in an easterly gale; that a great loss of life and property does occur in such gales with ships that, even under present circumstances, try to make Hartlepool; and that Parliament has already sanctioned a proposal for making a Harbour of Refuge there by means of local funds. For Filey the case was: that the danger to life is greater with laden than with light colliers; that laden colliers congregate when the wind is adverse about Flamborough Head; and that when it shifts, as it often does, to the east and north, many of these vessels are unable to weather the Head, whilst others which do weather it are lost in trying to reach the northern ports. In addition, Filey would or might be useful to the trade of Hull and the North Sea Fisheries.

Looking to all these circumstances, the Commission came to the unavoidable conclusion that one Harbour of Refuge would be quite insufficient for the wants of this coast, and, instead of one as proposed by the Committee, to cost 1,000,000 *l.*, they propose three, viz.: at the Tyne, at Hartlepool, and at Filey, each of which would cost about that sum.

Thus it would seem that there is a great fallacy in the opinion—*primâ facie* so strong and striking—that, because there is a vast extent of coast (say 200 miles) without a natural harbour, there is an overwhelming case for making an artificial one. The fact is, that, if these harbours are needed, the extent of coast does not increase the necessity for one harbour, but makes several harbours necessary. A harbour at Filey would not save the ships which are caught off

North-east Coast of England.

Hartlepool; and neither the one nor the other would prevent many ships from being lost at the entrances of the Tyne and the Wear.

As this east coast is by far the most urgent and important case, it is very important to ascertain, if practicable, what amount of life and property could or might be saved by the estimated expenditure of 2,800,000 *l.* in the three harbours proposed.

The Commission have prepared some elaborate tables showing what have been the casualties occurring in each district for which harbours are proposed which arose from "stress of weather," the only cause from which Harbours of Refuge could afford protection. The Table for the east coast is as follows:—

EAST COAST OF ENGLAND.—Farn Islands to Flambro' Head.

Tables prepared by the Commission.

Commissioners' Tables for seven years. Appendix to Report of Commission, p. 200. *Note.*—Under "Stress of Weather," the Commission included all cases in which the wind was reported (according to the meteorological notation employed) at or above number "9," or "a strong gale."

Casualties during Seven Years from 1850 to 1857, excluding 1855.							Lives lost during Seven Years from 1850 to 1857, excluding 1855.				
From Wrecks occasioned by			Vessels.		Approximate Value.		From	From	All		
Foundering.	Stress of Weather.	All other Causes.	Total Lost.	Annual Average.	Total.	Annual Average.	Foundering.	Stress of Weather.	other Causes.	Total.	Annual Average.
86	333	634	1,053	150¾	609,273	87,024	94	330	69	493	70¾

The total casualties under the heading "Stress of Weather," are 333 in 7 years, and the lives lost, 330. The estimated value of property lost from this cause is not given separately; but, assuming it to bear the same proportion to the value of property lost from all causes which the number of casualties from this bears to casualties from all causes, we find that it amounts to a little more than 900,010 *l.*

Taking the average for each year, as given in these tables, we find that the annual loss of property on the East Coast from stress of weather amounted, between 1850 and 1857, to 27,000*l.*, or 28,000*l.* a year, whilst the lives lost from a similar cause amounted to 47 a year. In other words, whilst the estimated cost of the proposed harbours is nearly 3,000,000 *l.* (the annual interest on which, at four per cent., would be 120,000 *l.*), and the actual cost probably much more, the property which, according to the Commissioners' Tables, has been annually lost by stress of weather, and which, therefore, includes all, and far more than all, which the proposed harbours could have saved, is under 28,000 *l.* Some small addition should be made for vessels which have foundered, and which might possibly have been saved by these harbours, but the addition would be very small. In the more accurate figures given below (page 19), foundering is taken into account.

This is conclusive against a passing toll, and equally conclusive against supposing that it would be national economy to build these three harbours at the public expense. The loss of life is more serious. But the Returns of the Commission include all the casualties which happened from stress of weather, without further distinguishing whether the circumstances were such that a Harbour of Refuge would have prevented the casualty or have saved life. And it is, on examination, certain that not more than a fraction of the 47 lives lost year by year, as above mentioned, would in reality have been saved, even by all these harbours.

Board of Trade Tables for five years.

The Wreck Returns made to this Board for the five years from 1856 to 1860 inclusive, including the returns of founderings, have, with Captain Sulivan's assistance, been carefully analysed; and all the cases occurring during these years, in which, though the cause of the loss may have been stress of weather, the circumstances were such that no Harbour of Refuge could have been of use, have been eliminated.

The

North-east Coast of England.

The result is as follows:—

WRECKS and CASUALTIES between Flamborough Head and Farn Islands in the Years 1856 to 1860.

(TABLES prepared by the Board of Trade.)

[The mode in which this return has been got out is as follows:—First, all the cases are taken, including founderings, in which the wind was at nine and upwards. The original depositions of the masters, and the reports of the coast guard, giving a full account of the ship, from the time she left her port of departure to the time of the casualty, have been examined one by one. Those cases in which the harbours in question could possibly have prevented or mitigated the loss, have been selected, and the particulars taken out, and added together in the following Table.]

	Cases that might possibly have been prevented or mitigated had Harbours of Refuge existed at the Tyne, at Hartlepool, and at Filey.				Approximate Value.	
	During the Year.	Number of Vessels.	Tonnage.	Number of Lives Lost.	Total Value.	Average Loss per Ship and Cargo.
					£.	£.
Number of Casualties resulting in partial damage (1)	1856	8	1,244	- -	3,312	399
	1857	27	4,475	1	16,088	
	1858	16	2,790	2	5,434	
	1859	12	1,682	1	5,588	
	1860	25	3,478	2	4,703	
Number of Casualties resulting in Total Loss	1856	—	—	—	—	892
	1857	30	6,005	46	34,791	
	1858	7	1,152	12	6,271	
	1859	10	1,303	6	8,329	
	1860	26	2,302	5	15,763	
Total cases for each Year	1856	8	1,244	- -	3,312	414
	1857	57	10,480	47	50,879	893
	1858	24	3,942	14	11,705	487
	1859	22	2,985	7	13,917	633
	1860	50	5,780	7	20,466	409
GROSS TOTAL for the Five Years		161	34,431	75 (2)	100,279	623
Annual Average		32 1/5	4,886 1/5	15	20,055 1/5	—

Notes to the above Table.

Note (1.)—Of these 88 partial losses, 31 would not have been prevented or mitigated by harbours of refuge. They, however, bear upon the question to some extent, as a harbour at one of the places named would have been convenient for the vessels to have run into after sustaining damage. These vessels all *did* put into port, to re-fit.

Note (2.)—These 75 lives were lost in 22 casualties. Twelve lives were lost in a vessel which struck on the bar when leaving port. Perhaps, therefore, this case should not be considered, in strictness, as bearing directly on the question of harbours of refuge; but as the port at which she struck is one of those recommended by the Commissioners as sites for harbours of refuge, it is included in the return.

Further details are given in Tables at the end of this Memorandum.

In other words, taking the estimate of the Commissioners as it stands, 1,550,000 *l.* of public money is to be spent for the chance of saving annually 15 lives and 20,000 *l.* of property. The actual sum to be spent by the Government would probably, as shown above, be really much larger, not to mention the additional sum which is to come from local sources.

These figures are startling; but there is no doubt of their correctness. And they are not inconsistent with the results obtained from the Commissioners' Tables. Some allowance may be made for the possibility, that if Harbours of Refuge had existed at the places proposed by the Commissioners, the ships might not have been at the spots where the wreck returns show that bad weather caught them. But such allowance would be small, as will be seen on referring to the manner in which, as mentioned above, the particulars have been got out. Captain Sulivan thinks it should also be mentioned, that the Commissioners would have done better to adopt No. 8 (fresh gale), instead of No. 9 (strong gale), as a test of stress of weather. But this also would make very little real difference in the results.

On the other hand, it is to be remembered that the number of lives which would really have been saved is, we may be very sure, much less than the number above given. The vessels included in the return *might*, it is true, have got in; but many of them might, and probably would, by neglecting to run for the harbours in time, by missing the entrance, or by mismanagement, have been lost, even if the harbours had existed. In fact, all that these returns do, and all that any returns of the kind can do, is to eliminate been cases in which life and pro-

North-east Coast of England.

perty *could not* have those saved by the harbours. They do not and cannot show that any given amount of life and property *would* have been saved.

Again, the returns probably show a much larger proportion of cases than an average return of five years would usually give, because they include the effects of a very extraordinary gale on the 4th January 1857, which was fatal beyond all precedent. The figures showing the result of that gale in detail are given in the Table I. at pages 26 and 27 of the Appendix to this Memorandum. The whole number of lives lost in that gale, which the proposed harbours could possibly have saved, was 46; the amount of property, 31,994 *l.*

If the effects of that single gale were not included in the above returns, the whole average number of lives per annum which could possibly have been saved by the proposed harbours would have been $6\frac{1}{3}$ instead of 15, and the average annual loss of property 13,603 *l.*, instead of 20,801$\frac{4}{5}$ *l.* Therefore this one gale doubles the average of life lost for the five years.

North-east Coast of Scotland.

North-east Coast of Scotland.

At Wick it is proposed to spend 250,000 *l.*

Wick.

It is impossible, from the Commissioners' Tables, to give the amount of life and property lost by "stress of weather" off this coast, since the main object of this harbour is to save fishing boats and fishermen, and no returns of casualties to fishing vessels were given before 1856, when the wreck returns had been taken over by the Board of Trade. Nor is it possible to get out from the Wreck Reports of the Board of Trade any such returns of casualties from 1856 to 1860 as have been given above for the east coast. The Wreck Chart will show that there are no great and special number of casualties in the immediate neighbourhood of Wick. But one part of the case for a large harbour at Wick is, that vessels caught in easterly gales often take the Pentland Firth, and thus get into difficulty and danger. Now it is obviously impossible to select any particular vessels or class of vessels which are wrecked in the Pentland Firth or the Orkneys and to say that they would, or might have been saved, if there had been a Harbour of Refuge at Wick.

The protection to be afforded by this harbour being needed principally by the herring fishery, the question concerning it seems to be whether it is right to spend public money for the benefit and protection of a particular branch of a particular industry. One thing they have certainly a right to claim, viz., that they shall be left to make such a harbour for themselves as they can,—a step which seems hitherto to have been suspended in consequence of the expectation that a larger plan would be adopted at the public expense. No doubt the larger harbour would be better for the fishery; but a smaller one, so far as fishing boats are concerned, would answer most purposes. So far as the passing trade is concerned, the Scotch shipowners say that they want no Harbour of Refuge there; and so far as a station for Her Majesty's ships is concerned, the question is one for the Admiralty, and does not fall within the scope of the present inquiry.

App. to Report of Commissioners, p. 265.

It should be mentioned that the kind of boat used by the Wick fishermen is open and unsafe in heavy weather; when loaded the gunwale is frequently not more than 10 or 12 inches above water.

Peterhead Report, p. x.

At Peterhead, the harbour, the Commissioners expressly state, is not proposed as a harbour to save life or prevent wrecks. The objects are stated to be as follows:—

"Its advanced position at the most prominent headland on the east coast of "Scotland constitutes it a turning point to the greater part of the trade frequent-"ing the Moray and Pentland Firths; it is much resorted to by wind-bound "vessels, and is a favourite port of call for orders, as well as an excellent landfall "and point of departure for the passing trade; it is the principal port of the "Scotch whalers, and is a considerable station for the herring fishery; it presents "the most fitting point for the collection of convoys, and for a naval station for "the protection of the trade on that part of the coast of Scotland."

App. to Report of Commissioners, pp. 271, 283, 285, and evidence there referred to.

It would seem to be a sufficient answer to this proposal, so far as commercial interests are concerned, that the trade of the eastern ports of Scotland, the shipowners expressly state, does not require such a harbour at Peterhead.

Coast of Cornwall.

Coast of Cornwall.

The following is the Commissioners' Table of losses from "stress of weather," in the Cornwall district, in which it is proposed to spend 440,000 *l.*; viz., 400,000 *l.* at St. Ives, and 40,000 *l.* at Padstow.

Coast of Cornwall.

BRISTOL CHANNEL.

From Hartland Point to the Land's End, including the Scilly Isles.

Tables prepared by the Commission.

Commissioners' Tables for seven years, App. to Report, p. 199.

Casualties during Seven Yea from 1850 to 1857, excluding 1855.							Lives lost during Seven Years, from 1850 to 1857, excluding 1855.				
From Wrecks occasioned by			Vessels.		Approximate Value.		From Foundering.	From Stress of Weather.	All other Causes.	Total.	Annual Average.
Foundering.	Stress of Weather.	All Other Causes.	Total Lost.	Annual Average.	Total.	Annual Average.					
34	65	121	220	31⅞	151,622	21,660⅞	15	112	38	165	23⅝

The total casualties under the heading "Stress of Weather," are 65 in seven years, and the lives lost 112. The estimated value is not given separately, but on the same assumption as has been made for the east coast it would amount to about 45,000 *l.* The average annual loss of property from stress of weather will be about 6,400 *l.*, and the average annual number of lives lost from the same cause will be 16. In other words, whilst the estimated cost of the proposed harbours is 440,000 *l.*, (the annual interest on which, at 4 per cent., would be 17,600 *l.* a year), and the actual cost very likely much more, the property which has been annually lost by stress of weather is under 7,000 *l.*

Here, again, we have analyzed the Board of Trade Returns for five years so as to eliminate all those cases in which, though the casualty has been caused by stress of weather, the circumstances were such that the proposed harbours could not possibly have been of use.

BRISTOL CHANNEL.

Wrecks and Casualties between Hartland Point and Land's End, in the Years 1856 to 1860 inclusive.

(Table prepared by the Board of Trade).

Board of Trade Tables for five years.

	Cases that might possibly have been prevented or mitigated by the proposed works at Padstow and St. Ives.				Approximate Value.	
	During the Year.	No. of Vessels.	Tonnage.	No. of Lives Lost.	Total Value.	Average Loss per Ship and Cargo.
					£.	£.
Number of casualties resulting in partial damage	1856	2	429	–	544	277
	1857	—	—	—	—	
	1858	4	464	2	1,124	
	1859	8	2,012	5	2,582	
	1860	6	1,089	–	1,296	
Number of casualties resulting in total loss	1856	—	—	—	—	1,157
	1857	2	175	1	2,640	
	1858	2	296	–	1,410	
	1859	9	1,817	46	11,535	
	1860	2	118	–	1,770	
Total cases for each year	1856	2	429	–	544	272
	1857	2	175	1	2,640	1,320
	1858	6	760	2	2,534	422
	1859	17	3,829	51	14,117	830
	1860	8	1,207	–	3,066	383
Gross Total for the five Years		35	6,200	54	22,901	654
Annual Average		7	1,240	10⅘	4,580⅕	—

Notes to the above Table.

Note 1. Of these 20 partial losses, seven could not have been prevented by Harbours of Refuge. They, however, bear upon the question to some extent, as a harbour at one of the places named would have been convenient for the vessels to have run into after sustaining damage. They all did put into port to refit.

Note 2. These 54 lives were lost in seven out of 35 casualties.

Note 3. One ship, value 10,000 *l*, with all hands, 36 in number, was lost off Padstow by missing the entrance to the harbour; but as she was not lost from causes which the proposed works would remove, but from want of knowledge of the entrance, this case is not included in the above return.

Further details are given, Table II., at the end of this Memorandum.

Coast of Cornwall.

Thus it is shown that the estimated expenditure of 440,000 *l.* of public money could not possibly have saved more than 10 or 11 lives annually, and 4,600 *l.* of property. But in truth, as has been observed in the case of the east coast, the amount of life and property saved would have been much less. Many of the ships included in the above return would probably never had made the harbours, and are only included because we cannot say with certainty that they could not have done so. Thus, four total wrecks are included in the above, in which all hands, numbering 46, perished. Of these we only know that the wreck or portions of the wreck were picked up in certain places on the coast, or that the vessels were lost on a voyage in which their course and position were likely to have been such as to allow of their running for the harbours. Whether they would or could have done so no one can tell. If these four wrecks were excluded, the annual average of loss of life in the above return would be reduced to $1\frac{3}{5}$, and of property to 2,761$\frac{1}{5}$ *l.*

Usefulness of Existing Harbours of Refuge.

Usefulness of existing Harbours of Refuge.

One point will be urged, viz., that existing harbours, Holyhead, Portland, and even Ramsgate are crowded with shipping whenever contrary gales come on. There is no doubt of the fact; and there is no doubt that all the proposed harbours would be equally crowded. Vessels unable to face a gale would use these harbours as stopping places, or places of call instead of running back to their own port, or seeking a more distant anchorage. But this object, useful as it is, is a very different thing from saving vessels from wreck. It is, too, a matter which may safely be left to shipowners, and which, if they do not wish to pay for it, the nation should neither force upon them nor pay for out of the general taxes. It must also be borne in mind that the existing Harbours of Refuge have not diminished premiums of insurance. The natural inference from this is, that whatever may have been their value in other respects, they had little or no effect in diminishing sea risks.

General Results.

Results of the Inquiry.

The results of the foregoing observations seem to be as follows:—

1. The effect of the inquiries of the Committee was—

(*a*.) To make out a *primâ facie* case for certain Harbours of Refuge, on the ground both of economy and of humanity; and

(*b*). To establish that the greater part of the cost ought to be borne by the shipping interest.

2. The further researches of the Commission established two very important facts, viz.:—

(*a*). That if Harbours of Refuge for saving life are to be made, the number of such harbours and the consequent cost must be greater than the Committee supposed; and

(*b*). That the shipping interest would decline to pay anything for them, and that the expense must, therefore, if they are to be constructed at all, be borne by the Government.

3. The result of a further examination seems to be that the shipping interest have good reasons for this refusal, and that the harbours will be far from having the effect which was contemplated when the Committee and Commission made their reports, and the House of Commons passed their resolution on the subject.

Looking to all the circumstances above stated, it would seem to deserve consideration whether the proposals which have been made on the subject of Harbours of Refuge have not been adopted without a complete knowledge of the facts; and whether the wisest course may not be to give the House of Commons an opportunity for reconsidering the subject. With the utmost possible consideration for seamen's lives, and for the many other invaluable lives exposed to risk on our coasts, it seems to be an inevitable conclusion rom the above premises, not only that the shipowners understand their own interests perfectly when they refuse to pay for the cost of these harbours, but that the possible saving of life and property to be effected by these harbours is far to small and problematical to justify the adoption of a scheme, which, as has been shown,

would

would result in drawing undetermined millions out of the pockets of the taxpayers of the country. *Results of the Inquiry.*

Mercantile Marine Fund.

The proposal to charge the expense on the Mercantile Relief Fund has not been mentioned. But every argument against a Harbour of Refuge, or against a passing toll, tells *a fortiori* against the proposal to charge the cost on that fund.

It may, however, be observed with regard to this proposal that, under the arrangements set on foot by Mr. Cardwell in 1854, an annual charge is made on this fund for the purpose of saving life, which, though not large in amount, is most beneficial in its effects. About 2,000 *l.* a year is paid in helping to maintain lifeboats in a state of efficiency, 2,000 *l.* more for the mortar and rocket apparatus, and 500 *l.* more for rewards to persons who save life from the sea. These charges are increasing, and will increase. But if the cost of making even one Harbour of Refuge is thrown on the Mercantile Marine Fund, it will not only swallow up all the existing surplus revenue, and prevent the possibility of further reducing the light dues, but it will also cramp and limit the expenditure on lifeboats and other means of saving life. Now it will be seen, from a Table given in the Appendix, that the whole number of lives saved from peril of the sea on our coasts, during the six years 1855 to 1860, has been as follows:— *See* Appendix, Table VII. *See* Appendix Table V.

By lifeboats - - - - - - -	1,834
Rocket apparatus - - - - - -	1,782
Other boats, &c. - - - - - -	4,498

It has been shown above what is the average annual amount of life which the proposed three Harbours of Refuge on the north-east coast are likely to save, viz., from 12 to 20 lives a year. It is therefore a matter for grave consideration whether, if the saving of life be the principal object, it is wise, for the sake of making these harbours, to check or limit the expenditure on rewards, the effect of which, though we cannot precisely determine it, is no doubt, considerable—the expenditure on lifeboats, which save annually 360 persons; or the expenditure on the rocket apparatus, which, at a total cost of 2,000 *l.* a year, has saved annually not less than 365 lives. *See* Appendix, Table VI.

Loans to Trading Harbours.

It will be observed that the above facts and observations, whilst leading to a conclusion adverse to the construction of large Harbours for Refuge purposes only, strongly support one important part of the plan of the Committee and Commission, viz., the proposal to advance public money on easy terms for the improvement of Trading Harbours. This proposal, if carried into effect, will confer great advantages on the shipping and trading interests, and will also, there is every reason to believe, effectually tend to preserve both life and property from the dangers to which they are now exposed in making and leaving the ports to which they must necessarily resort.

Board of Trade,
February, 1861.

P.S.—Since this Memorandum was written a gale has occurred on the 8th and 9th of this month, as fatal, if not more fatal, than that of the 4th January 1857 referred to above. The returns are not yet complete, and will not be complete for some days. They will probably show, as usual, that there is in the current reports exaggeration as to the effect which a Harbour of Refuge could have had in preventing casualties. Two points are worth notice:—First, that whereas Filey seems to be the spot which the gale of 1857 pointed to as the best site, a harbour there would have been comparatively useless in the late gale; and Hartlepool is the place now spoken of. This confirms the Commissioners' view, that if Harbours of Refuge are to be made, more than one must be made on this coast.

Secondly, that whereas the greatest loss was on the east coast of England, where there is no Harbour of Refuge, the next greatest seems to have been at Kingstown, where one has been made. We hear that 16 vessels were wrecked in or upon Kingstown Harbour itself.

Board of Trade,
February 1861.

APPENDIX TO BOARD OF TRADE MEMORANDUM ON HARBOURS OF REFUGE, 1861.

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APPENDIX to MEMORANDUM on Harbours of Refuge, Trading Harbours, Passing Tolls, &c.

The Tables in this Appendix have been prepared from the original Returns of Wrecks received at the Board of Trade. These returns consist of depositions by the Master, Mate, or other Officer of the Vessel, and also of a Report by the Coast Guard Officers after examination, under powers given by the Act, of any persons who can give information. One of these depositions, and one of these reports, are printed herein by way of illustration.

It will be observed that they commence with the departure of the ship from port, and give the whole account of the voyage when the casualty happened; thus showing, not only the circumstances at the time of the wreck but the place and circumstance in and under which the ship first met with bad weather or became distressed.

In analysing these returns for the purpose of ascertaining the particulars given in Tables (I.) and (II.), the first step has been to take out all those cases in which at the time of the casualty the force of the wind, according to the meteorological notation now commonly in use, was 9 (viz. strong gale) or upwards.

Having got these cases out, the next step has been, with Captain Sulivan's assistance, to go carefully through each return, and to ascertain whether if the harbours proposed had been in existence, the vessel might possibly have run for one of them and obtained shelter. Whether she really could or would have run for the harbour, and whether she would have succeeded in making it in safety, must be a matter of uncertainty. In fact, the Tables (I.) and (II.) show only the maximum of loss which could possibly have been prevented; they do not and cannot show what loss would actually have been prevented.

The value of property lost, as stated in these Tables, is of course but an approximation; it is, however, pretty clear that it is not too low, since it is higher than the result obtained by the Royal Commission from an independent source.

It should be added, that it is possible that there may be one or two cases of wreck at the end of December 1860, not yet reported.

21 February 1861.

TABLE I.

WRECKS and CASUALTIES on the EAST COAST of ENGLAND.—Viz., from

TABLE showing the Number, Tonnage, and Age of, and Estimated Loss on Vessels Wrecked, and to which casualties Vessels from Vessels in Ballast, total Wrecks from other casualties, and the Number of Hands employed, and the at *Filey*, could possibly have been instrumental in saving Life and Property, from those Cases in which they could

		CASUALTIES OCCASIONED BY STRESS OF WEATHER.							
		Casualties that could possibly have been Prevented or Mitigated, had the proposed Harbours existed at the Tyne, at Hartlepool, and at Filey.				Casualties that could not have been Prevented or Mitigated by the Harbours proposed at the Tyne, at Hartlepool, and at Filey.			
		Total Losses.		Partial Damage.		Total Losses.		Partial Damage.	
		Loaded Vessels.	Vessels in Ballast.	Loaded Vessels.	Vessels in Ballast.	Loaded Vessels.	Vessels in Ballast.	Loaded Vessels.	Vessels in Ballast.
Number of Vessels	1856	-	-	6	2	7	4	6	6
	1857	9	21	5	22	14	7	11	3
	1858	7	-	13	3	6	1	3	6
	1859	8	2	12	-	12	5	9	7
	1860	11	15	15	10	17	17	10	27
Tonnage	1856	-	-	931	313	986	481	189	974
	1857	1,793	4,212	862	3,613	2,492	1,685	1,445	518
	1858	1,152	-	2,514	276	1,009	94	377	1,370
	1859	1,018	285	1,682	-	1,065	848	1,701	922
	1860	1,382	920	2,267	1,211	1,464	2,177	1,296	3,444
Number of hands employed	1856	-	-	56	13	45	27	55	40
	1857	72	171	36	154	118	67	64	23
	1858	49	-	96	18	40	6	22	52
	1859	46	11	76	-	56	36	84	38
	1860	59	34	103	54	77	94	61	160
Estimated loss	1856	-	-	2,484	828	5,262	2,536	1,702	2,792
	1857	8,426	26,365	2,942	13,146	17,565	14,586	4,540	1,328
	1858	6,271	-	4,420	1,014	5,888	550	928	2,320
	1859	6,979	1,350	5,588	-	7,576	4,850	2,587	2,152
	1860	3,787	6,976	2,528	2,175	10,723	16,079	5,074	7,326
Number of lives lost	1856	-	-	-	-	9	-	-	-
	1857	22	24	1	-	49	6	1	-
	1858	12	-	2	-	14	-	-	-
	1859	4	2	1	-	1	-	1	-
	1860	5	-	2	-	17	13	4	-

TOTAL OF THE FIVE YEARS 1856, 1857, 1858, 1859, AND 1860.

Number of vessels	35	38	51	37	56	34	39	49
Tonnage	5,345	5,417	8,256	5,413	7,016	5,285	6,008	7,228
Number of hands employed	226	216	367	239	336	230	286	313
Estimated loss	30,463	34,691	17,962	17,163	47,014	38,601	14,831	15,918
Number of lives lost	43	26	6	-	90	19	6	-

ANNUAL AVERAGE.

Number of vessels	14⅗ 10	17⅗ 13	18 15⅗	17⅗ 16⅗
Estimated loss	£. 20, 01⅘	£. 13,603	-	£. 62,909⅗
Number of lives lost	15	6 ⅕	-	31⅘

The figures in this annual average printed in light type show the average after excluding the

GALE ON THE EAST COAST ON THE 4th JANUARY 1857.

Number of vessels	6	17	2	21	9	3	4	2
Tonnage	1,119	2,906	363	3,532	1,534	319	470	334
Number of hands employed	45	123	15	149	73	18	22	15
Estimated loss	3,883	13,765	1,614	12,732	10,729	2,286	1,642	914
Number of lives lost	21	23	1	-	38	6	1	-

SUMMARY OF THE ABOVE TABLE.

The result of the above Table may be stated briefly as follows ; viz.:—

	Casualties.	Lives Lost.
Casualties through stress of weather :—		
Cases that could possibly have been prevented or mitigated by harbours of refuge	161 (2 & 3)	75
Cases that could not have been prevented or mitigated by harbours of refuge	178	115
	339	190
Casualties from all other causes	343	44
Total	682 (1 & 5)	234 (4)

TABLE I.

the Farn Islands to Flamborough Head inclusive, during the Years 1856 1860, inclusive.

have happened (otherwise than by Collision), between the Farn Islands and Flamborough Head; distinguishing Loaded Number lost; and further distinguishing those cases in which Harbours of Refuge at the *Tyne*, at *Hartlepool*, and not.—(*See* pages 19 and 20 of Memorandum.

CASUALTIES FROM ALL OTHER CAUSES.				TOTALS.				
Total Losses.		Partial Damage.		Total Losses.		Partial Damage.		Gross Totals.
Loaded Vessels.	Vessels in Ballast.	Loaded Vessels.	Vessels in Ballast.	Loaded Vessels.	Vessels in Ballast.	Loaded Vessels.	Vessels in Ballast.	
18	10	23	24	25	14	35	32	106
26	7	27	8	49	35	43	33	160
17	6	19	11	30	7	35	20	92
17	13	32	16	37	20	53	23	133
15	13	24	17	43	45	49	54	191
2,011	1,741	4,080	3,554	2,997	2,222	6,200	4,841	16,260
2,537	1,117	4,199	1,484	6,822	7,014	6,506	5,615	25,957
2,108	1,392	3,564	1,639	4,269	1,486	6,455	3,285	15,495
1,651	2,203	5,642	2,193	3,734	3,336	9,025	3,115	19,210
2,444	2,450	3,653	3,568	5,290	5,547	7,216	8,223	26,276
98	78	195	159	143	105	306	212	766
151	44	193	56	341	282	293	233	1,149
98	53	142	73	187	59	260	143	649
83	95	232	98	185	142	392	136	855
98	107	161	135	234	235	325	349	1,143
11,693	8,243	9,582	9,712	16,955	10,779	13,768	13,332	54,834
18,471	6,129	12,126	2,356	44,462	47,080	19,608	16,830	127,980
14,560	13,653	6,579	2,979	26,719	14,203	11,927	6,313	59,162
10,446	11,379	9,485	5,644	25,001	17,579	17,660	7,796	68,036
16,043	14,086	8,248	6,767	35,553	37,141	15,850	16,268	104,812
5	1	-	-	14	1	-	-	15
17	-	-	-	88	30	2	-	120
2	2	-	-	28	2	2	-	32
8	5	1	1	13	7	3	1	24
-	2	-	-	22	15	6	-	43
TOTAL OF THE FIVE YEARS 1856, 1857, 1858, 1859, AND 1860.								
93	49	125	76	184	121	215	162	682
10,751	8,903	21,138	12,438	23,112	19,605	35,402	25,079	103,198
528	377	923	521	1,090	823	1,576	1,073	4,562
71,213	53,490	46,020	27,458	148,690	126,782	78,813	60,539	414,824
32	10	1	1	165	55	13	1	234
ANNUAL AVERAGE.								
28 2/5		40 1/5		61	54	75 2/5	69 3/5	136 2/5	123 3/5
59,794 4/5	- -	- - -	-	£. 55,094 3/5	£. 48,961 4/5	£. 27,870 2/5	£. 24,490	£. 82,964 4/5	£. 73,451 4/5
22 4/5	- -	- - -	-	44	26 2/5	2 1/5	2 2/5	46 3/5	28 4/5

casualties that occurred in the gale ot the 4th January 1857. *See* below.

GALE ON THE EAST COAST ON THE 4th JANUARY 1857.

- -	- -	- -	- -	15	20	6	23	64
- -	- -	- -	- -	2,653	3,225	883	3,866	10,577
- -	- -	- -	- -	118	141	37	164	460
- -	- -	- -	- -	14,612	16,051	3,256	13,040	47,505
- -	- -	- -	- -	59	29	2	- -	90

SUMMARY OF THE ABOVE TABLE.

Note 1.—Of the above 682 casualties 19 happened to steam vessels, resulting in the loss of five lives.

Note 2.—Of the 161 casualties which it is said could possibly have been prevented or mitigated by the proposed Harbours of Refuge, 31 resulting in partial damage could not have been prevented or mitigated by the proposed Harbours of Refuge. They, however, bear upon the question to some extent, as a Harbour of Refuge at one of the places named would have been convenient for the vessels to have run into after sustaining damage. They all did put into port to refit.

Note 3.—Of the above 161 casualties 11 happened to fishing vessels, without any person on board, left insecurely moored five miles E. S. E. of Filey.

Note 4.—Of the above 234 lives lost 178 were lost in loaded vessels, and 56 in vessels in ballast.

Note 5.—Of the above 682 vessels the ages of 127 are unknown; 65 of the remainder were nearly new, or five years old and under; 41 ranged from 50 years to 90 years; and the average age of the remaining 449 is 21 years.

Note 6.—The average tonnage is 150 tons.

TABLE II.

WRECKS and CASUALTIES on the WEST COAST

TABLE showing the Number, Tonnage, and Age of and Estimated Loss on Vessels Wrecked, and to which Casualties Vessels from Vessels in Ballast, Total Wrecks from other Casualties, and the Number of Hands Employed, and the possibly have been instrumental in saving Life and Property, from those Cases in which they could not.—(*See*

		CASUALTIES OCCASIONED BY STRESS OF WEATHER.									
		Casualties that could possibly have been Prevented or Mitigated by the Proposed Works at St. Ives and Padstow.					Casualties that could not have been Prevented or Mitigated by the Proposed Works at St. Ives and Padstow.				
		Total Losses.			Partial Damage.		Total Losses.			Partial Damage	
		Loaded Vessels.	Vessels in Ballast	Unknown.	Loaded Vessels.	Vessels in Ballast.	Loaded Vessels.	Vessels in Ballast.	Unknown.	Loaded Vessels.	Vessels in Ballast.
Number of Vessels	1856	-	-	-	1	1	-	-	-	1	1
	1857	2	-	-	-	-	5	-	-	3	-
	1858	2	-	-	4	-	6	-	-	4	-
	1859	7	-	2	8	-	15	5	2	4	2
	1860	1	1	-	6	-	3	-	-	2	-
Tonnage	1856	-	-	-	206	223	-	-	-	55	656
	1857	175	-	-	-	-	468	-	-	347	-
	1858	296	-	-	464	-	1,198	-	-	657	-
	1859	917	-	900	2,012	-	1,409	1,216	616	849	93
	1860	46	72	-	1,089	-	1,328	-	-	379	-
Number of Hands employed	1856	-	-	-	10	8	-	-	-	4	20
	1857	12	-	-	-	-	28	-	-	18	-
	1858	13	-	-	25	-	46	-	-	31	-
	1859	46	-	29	94	-	83	53	19	32	7
	1860	4	4	-	43	-	40	-	-	17	-
Estimated loss	1856	-	-	-	244	300	-	-	-	244	244
	1857	2,640	-	-	-	-	7,220	-	-	702	-
	1858	1,410	-	-	1,124	-	4,755	-	-	841	-
	1859	9,015	-	2,520	2,582	-	15,202	10,960	2,520	932	200
	1860	510	1,260	-	1,296	-	16,060	-	-	272	-
Number of Lives lost	1856	-	-	-	-	-	-	-	-	-	-
	1857	1	-	-	-	-	9	-	-	-	-
	1858	-	-	-	2	-	23	-	-	-	-
	1859	17	-	29	5	-	25	44	19	-	-
	1860	-	-	-	-	-	9	-	-	2	-

TOTAL FOR THE YEARS 1856 to 1860 inclusive.

Number of Vessels	12	1	2	19	1	29	5	2	14	3
Tonnage	1,434	72	900	3,771	223	4,403	1,216	616	2,287	749
Number of Hands employed	75	4	29	172	8	197	53	19	102	27
Estimated loss	13,575	1,260	2,520	5,246	300	43,237	10,960	2,520	3,021	444
Number of Lives lost	18	-	29	7	-	66	44	19	2	-

ANNUAL AVERAGE.

Number of Vessels	3	4	7 1/5	3 2/5
Estimated loss	4,580 1/5	2,761 1/5		19,814 4/5
Number of Loss	10 4/5	1 3/5		29 4/5

In the cases that might have been prevented or mitigated by the proposed works, there are included four total wrecks, in which all hands, to have been such as to allow of their running for the harbours. Whether they would or could have done so, it is impossible to decide. The if they are excluded, is shown by the thin figures.

SUMMARY.

The result of the above Table may be briefly stated as follows:

	Casualties.	Lives Lost.
Casualties through stress of weather:—		
Cases that might have been prevented or mitigated by Harbours of Refuge	35	54
Cases that could not have been prevented or mitigated by Harbours of Refuge	53	131
	88	185
Casualties from all other causes	60	18
Total	148	203

TABLE II.

of ENGLAND:—viz., from HARTLAND POINT to the LAND'S END.

have happened (otherwise than by Collision), between Hartland Point and the Land's End; distinguishing Loaded Number Lost; and further distinguishing those Cases in which the proposed Works at *St. Ives* and *Padstow* could pages 21 and 22 of Memorandum.

CASUALTIES FROM ALL OTHER CAUSES.				TOTAL.					
Total Losses.		Partial Damage.		Total Losses.			Partial Damage.		Gross Totals.
Loaded Vessels.	Vessels in Ballast.	Loaded Vessels.	Vessels in Ballast.	Loaded Vessels.	Vessels in Ballast.	Unknown.	Loaded Vessels.	Vessels in Ballast.	
6	- -	9	- -	6	- -	- -	11	2	19
8	- -	3	2	15	- -	- -	6	2	23
4	1	6	- -	12	1	- -	14	- -	27
6	1	4	- -	28	6	4	16	2	56
3	2	5	- -	7	3	- -	13	- -	23
570	- -	1,795	- -	570	- -	- -	2,056	879	3,505
699	- -	619	1,427	1,342	- -	- -	966	1,427	3,735
773	240	501	1,441	2,267	240	- -	1,622	1,441	5,570
567	36	1,437	1,979	2,893	1,252	1,516	4,298	2,072	12,031
475	400	425	718	1,849	472	- -	1,893	718	4,932
32	- -	74	- -	32	- -	- -	88	28	148
42	- -	29	24	82	- -	- -	47	24	153
28	7	33	- -	87	7	- -	89	- -	183
30	3	47	- -	159	56	48	173	7	443
24	17	26	- -	68	21	- -	86	- -	175
4,437	- -	2,094	- -	4,437	- -	- -	2,852	544	7,563
8,205	- -	384	488	18,065	- -	- -	1,116	488	19,669
7,060	600	1,441	- -	13,225	600	- -	3,406	- -	17,231
5,200	140	1,979	- -	29,417	11,100	5,040	5,493	200	51,250
2,843	3,300	718	- -	19,413	4,560	- -	2,286	- -	26,259
6	- -	- -	- -	6	- -	- -	- -	- -	6
6	- -	- -	- -	16	- -	- -	- -	- -	16
- -	5	- -	- -	23	5	- -	2	- -	30
- -	- -	- -	- -	42	44	48	5	- -	139
1	- -	- -	- -	10	- -	- -	2	- -	12

TOTAL FOR THE YEARS 1856 to 1860 inclusive.

27	4	27	2	68	10	4	60	6	148
3,084	676	4,777	5,565	8,921	1,964	1,516	10,835	6,537	29,773
156	27	209	24	428	84	48	483	59	1,102
27,745	4,040	6,616	488	8,4557	16,260	5,040	14,883	1,232	121,972
13	5	- -	- -	97	49	48	9	- -	203

ANNUAL AVERAGE.

- -	$6\frac{1}{5}$	- -	- -	$5\frac{4}{5}$	- -	$16\frac{3}{5}$		$13\frac{1}{5}$	$29\frac{3}{5}$
- -	- -	- -	- -	- -	- -	£. 21,171 $\frac{3}{5}$		£. 3,223	£. 24,394 $\frac{3}{5}$
- -	- -	- -	- -	- -	- -	38 $\frac{4}{5}$		1 $\frac{4}{5}$	40 $\frac{3}{5}$

numbering 46, perished. All that is known of these vessels is, that they were lost on a voyage in which their course and position were likely annual average of loss that might have been prevented or mitigated, if these four wrecks are included, is shown by the thick figures. The result

SUMMARY.

Note 1.—Of the above 148 casualties three happened to steam vessels, resulting in the loss of 16 lives.

Note 2.—Of the 35 casualties which it is said might have been prevented or mitigated by Harbours of Refuge, seven resulting in partial damage could not possibly have been prevented, and would not probably have been mitigated by the proposed Harbours of Refuge. They, however, bear upon the question to some extent, as a Harbour of Refuge at one of the places named would have been convenient for the vessels to have run into after sustaining damage. They all did put into port to refit.

Note 3.—Of the above 203 lives lost 106 were lost in loaded vessels; 49 in vessels in ballast; and 48, whether in loaded vessels or vessels in ballast, unknown.

Note. 4.—Of the above 148 vessels the ages of 33 are unknown; 25 of the remainder were nearly new, or five years old and under; five ranged from 50 to 59 years; and the average age of the remaining 85 is 19 $\frac{18}{85}$ years.

Note 5.—The average tonnage is 201 $\frac{25}{143}$ tons.

CASUALTY RETURN (Wr. 1.)

Inserted as a Specimen of the Returns of Wrecks forwarded to the Board of Trade by Officers of the Coast Guard.—(See *p.* 25 *of Memorandum.*)

Date of Casualty.	PARTICULARS OF SHIP, CREW, CARGO, AND VOYAGE.								Date and State of Weather.				Exact Spot where Casualty happened, and Name of County in or nearest to which situate. The Bearings and Distance of the nearest Town, Village, or other well known Place should also be stated.	Precise Nature of Casualty: *e.g. Collision, Stranded, Foundered, Loss of Spars.*	Whether occasioning Total or Partial Loss, and if Insured, Amount of Insurance.						Lives Lost and Saved.		
									At Time of Sailing.						Hull.			Cargo.					
	Name and Age of Ship, and if in Lloyd's List how classed.	Port of Registry and Official No., if British. Country to which belonging, if Foreign.	How Rigged. Whether built of Iron or Wood.	Register Tonnage.	No. of Hands composing Crew, including Master and Mates.	Had Master and Mates Certificates, if so state Numbers, and whether of Competency or Service. Master.	Mates.	Whether with Cargo or in Ballast, and if Cargo, Description. If carrying Passengers, state the Number.	Port sailed from. Port bound to.	Date and Hour.	State of Tide.	State of Weather.	Direction and Force of Wind.			If a Total Loss, here state Value of Ship, if known.	If a partial Loss, here state estimated Loss on Ship.	Amount Ship insured for.	If a Total Loss, here state the Value of Cargo, if known.	If a partial Loss, here state estimated Loss, on Cargo.	Amount Cargo insured for.	Number of Lives lost.	No. of Lives Rescued, and by what means.	No. of Persons on board in no Danger. If they left the Ship, state how.
1.	2.	3.	4.	5.	6.	7.	8.	9.	10.	11.	12.	13.	14.		19.	20.	21.	22.	23.	24.	25.	26.	28.	29.	30.
1860. May 28.	Jane Green. Age unknown. Class at Lloyd's (if any) unknown.	Sunderland. No. 16,799	Barque; wood.	417		Service Competency lost. Numbers not known.		Ballast.	Sheerness to London.	2 May. 1 P.M.	High Water.	Fine; clear.	W.; lt. breeze.		Innis Point, ¾ m. North of Black Halls,	Stranded on the rock, and went to pieces.	2,510*l.*	—	2,500*l.*	None.			7	5, by means of lines, and Coast Guard going into the surf dragging them on shore.	None.
										At Time of Casualty.														
										Date and Hour.	State of Tide.	State of Weather.	Direction and Force of Wind.				If Salvage Services, rendered, state by whom: *e.g.*, Coast Guard, Fishermen, Beachmen, &c., &c. 27.								
										28 May 7 A.M.	½ Flood.	Thick with Hail.	N.E. to S.E.				Coast Guard watching the wreck, and assisting to save the lives of five men.								

NOTE.—The information given in Columns 1 to 30 should be stated as briefly as possible.

QUERIES.

31.—The Officer forwarding this Return should here state shortly his opinion as to the *cause* of the casualty:—*e.g.* Error of judgment, stress of weather, bad lookout, not having lead, want of seamanship, defective state of lights, buoys, or beacons, drunkenness, &c., &c.

31.—Stress of weather, blowing a gale, and the wind shifting suddenly in a heavy squall from N.E. to S.E., with thick weather and hail, could not see the land. The master let go both anchors; the ship drove on the rocks with them ahead. The master, five men, and a boy drowned.

32.—If the vessel was driven back, how far had she reached on her intended voyage?

32.—Within fifteen miles of her destination.

33.—What were the last lights, buoys, or landmarks seen, and at what hour? Were they recognized?

33.—Whitby Light, at 2 A.M.

34.—Had the vessel a chart on board showing the position of the lights, buoys, &c. near to where she struck, and of the rock or shoal on which she was wrecked? If not correct, compiler's name, and date.

34.—Yes.

35.—Had the lead been hove, and at what intervals? What was the depth at the first cast, and at the last cast before striking?

35.—Frequently, from 10 to 5 fathoms.

36.—What course was the ship steering or heading when casualty happened?

36.—Drove with two anchors down.

37.—If in charge of a pilot, was he licensed; if so, by whom, and what was the number of his license?

37.—No.

38.—What was her draught of water?

38.—10 feet 8 inches.

39.—If the casualty was caused by collision, were lights shown and fog signals made in accordance with the Admiralty regulations?

39.—None.

40.—Was she fully manned, and well found in rigging, sails, anchors, cables, &c.? If not, in what was she deficient?

40.—Yes.

41.—Is there reason to suspect defective construction, or imperfect repairs? If so, give particulars.

41.—No.

42.—Had she a deck load or was she overladen?

42.—No.

43.—*Is the cargo discharged or to be discharged in consequence of the casualty?*

43.—A total wreck.

44.—Was the binnacle compass in good order. If two, how far apart?

44.—One in good order.

45.—Had the deviation of the compass due to the vessel's local attraction been ascertained. Had the cargo been changed since. Were any masses of iron on board?

45.—Not known.

46.—Had she boats enough to carry crew and passengers?

46.—Yes, the crew.

47.—Were they of use in this case. If not, why not?

47.—No; washed off the deck, and stove on the beach.

48.—Was every exertion made by the crew to save the vessel and passengers?

48.—Yes.

49.—*Might the casualty or loss of life have been avoided. If by a life-boat, mortar, or rocket apparatus, lighthouses, buoy, beacon, harbour of refuge, &c., by which and where should it have been placed to have had that effect?*

49.—No; the rocket life apparatus was then engaged taking the crew out of the brig "Lalla," about a quarter of a mile south.

50.—Are there sufficient means in the neighbourhood for saving life. And were they used on this occasion. If so, with what result. If not used, why not. If not sufficient, what is required?

50.—Yes; not time to use rocket apparatus. Lines fast to men who went into the surf after the crew; five men were saved in this manner.

51.—State name of master and name and address of owner.

51.—John H. Taylor, Master.
John Tully, Fullwell Road, Sunderland.

Approved by me, this 31st day of May 1860.

T. HEARD, Inspecting Commander,

Dated at Hartlepool, this 29th day of May 1860.

ALFRED MESSUM, Master, R. N., and Chief Officer,

APPENDIX, No. 4.

DEPOSITION (Wr. 2.)

Inserted as a Specimen of the Reports forwarded to the Board of Trade by Receivers of Wreck. See *page* 25 *of Memorandum.*

EXAMINATION ON OATH Instituted by the RECEIVER OF WRECK at the Port of Great Yarmouth.

In pursuance of the 448*th Section of the Merchant Shipping Act*, 1854, 17*th and* 18*th Victoria, cap.* 104.

1. Name of Deponent at full length.

2. State whether Deponent is "Master," "Mate," &c. of the Ship; the name of the Ship; and particulars as to her Tonnage and Official Number.

3. Names and Residence of Owners.

4. Particulars of rig, build, age, and class of Ship.

5. Particulars as to the Number of hands composing Crew, and of the Certificates of the Master and Mates.

6. Particulars of Cargo, and Shippers and Consignees.

7. Number of Passengers on board.

8. Date, and state of Weather at time of sailing.

9. Any statement as to the condition of Hull and Cargo of the Ship, or of her equipments, &c. at the time of sailing.

10. Limits of intended voyage.

11. Statement as to the voyage previously to the casualty.

12. Particulars of the occasion of distress of the Ship, commencing with the date and hour, and the state of the Tide, Wind, and Weather.

13. Statements respecting services rendered, if any.

14. Such other matters or circumstances relating to the Ship, or Cargo on board the same, as the Receiver or Justice thinks necessary.

15. Loss on Ship and Cargo, and by whom estimated.

16. Particulars of Lives lost and saved.

1. Andrew Barnabas Brown, *being duly sworn, deposes as follows; namely,*

2. *That he was* Master *of the ship* "Mary," *of the port of* Cowes; *of the register tonnage of* sixty-eight *tons; her official number* being ————.

3. *That the said ship was owned by* Messrs. Winter & Co., *residing at* Cowes, *in* the Isle of Wight.

4. *That the said ship was rigged as a* schooner; *that she was built at* Cape Breton, *in the year* ————; *and that she* ———— *classed in Lloyd's List as* ———— *years.*

5. *That the crew consist of* four *hands, besides deponent; that the deponent has* no *certificate.*

6. *That said ship had on board* a cargo of coals, *shipped by* the Haswell Company, of Sunderland, *and consigned to* Mr. West, of Cowes.

7. *That said ship had on board, in addition to the cargo aforesaid,* no *passengers.*

8. *That said ship proceeded from* Sunderland *on her intended voyage as named below, on the* 30th *day of* October *last past, at* 6 a. m.; *the tide at the time being* high water, *the weather* moderate, *and the wind blowing* a fresh breeze, *from the* W.N.W.

9. *That at the time of sailing, as above, the said ship was* tight and well found.

10. *That the said ship was bound for* Cowes, *in the* Isle of Wight.

11. *That the said ship proceeded on her said intended voyage, as above stated, without anything material occurring until* the following day, when the morning was calm; but towards evening the wind began to blow hard, and so continued.

12. *That on* Monday *the said* 31st *day of* October last, at 6 p. m., *the tide at the time being* flood, *the weather* stormy, *and the wind* in the S.S.E., *blowing* a gale, *the said ship being off* Flamborough Head, he close-reefed his sails, stowed the jib and fore and aft foresail and staysail, and put the ship's head to the eastward, intending to heave-to for the night, which he did at about eight o'clock. That the gale continued and increased to a hurricane, with a heavy rain, and the sea running very high; and at about midnight a very heavy sea struck his ship on the starboard quarter, which caused her to ship a great deal of water, and by her straining she leaked and took in so much water, that he could see it running under the cabin ladder. That all hands flew to the pumps, and every exertion was made to get the water out. That at about four o'clock the next morning, the wind came to W.S.W., and at six o'clock tacked ship to endeavour to make the land, keeping the pumps constantly going, as the ship was making a great deal of water. That he made the land at Scarborough; and the wind coming from the N.N.E., blowing a gale, he ran her to the southward, the water gaining upon them notwithstanding every exertion was made at the pumps.

13. *That* yesterday, being then off Hasborough, found his vessel in a sinking state, the water being over the cabin floor; whereupon, for the preservation of their lives, he and his crew got into their boat and proceeded to Yarmouth, where they landed about six o'clock last evening.

14. *That* in about half an hour after they had left the vessel (during which time the boat remained near her) this deponent saw his vessel go down in deep water.

That during the time aforesaid the weather was mostly thick, and he met with no vessel from whom he could receive any assistance.

That whilst in the ship's boat, a boat from the shore came to him; but he did not then require any assistance.

15. *That* he cannot estimate *the loss on the said ship,* and he believes that the ship and her cargo were insured; but in what sum, he cannot say.

16. *That* no *lives were lost.*

17. *That the above contents are, in all respects, correct and true, to the best of deponent's knowledge and belief.*

Andrew Barnabas Brown, Deponent.

Sworn at Great Yarmouth, this 4th day of November 1859, before me,
Charles John Palmer, Receiver of Wreck.

TABLE V.—Lives saved during the Six Years ended 1860, distinguishing the Means by which they were saved.—(*See* p. 23 of Memorandum.)

	1855.	1856.	1857.	1858.	1859.	1860.	Total Saved during Six Years.	Annual Average.
By Lifeboats	251	362	398	206	291	326	1,834	305 4/6
Rocket and mortar apparatus, lines, &c.	399	262	243	210	260	408	1,782	297
Luggers, Coast Guard boats, small boats, &c.	439	1,184	512	719	1,009	635	4,498	749 4/6
Ships and steamboats	290	407	507	394	766	769	3,133	522 1/6
Individual exertion	9	28	8	26	6	14	91	15 1/6
Totals	1,388	2,243	1,668	1,555	2,332	2,152	11,338	1,889 4/6

TABLE VI.—Statement of the Number of the Lifeboat and Mortar and Rocket Stations on the Coasts of the United Kingdom, in each of the Six Years ended 1860.—(*See* p. 23 of Memorandum.)

	855.	1856.	1857.	1858.	1859.	1860.
Lifeboat stations	127	124	141	149	158	172
Rocket and mortar stations	- -	- -	198	216	216	215
Totals	127	124	339	365	374	387

TABLE VII.—Statement of the Sums paid out of the Mercantile Marine Fund during the Six Years ended 1860, for placing and maintaining, and exercising Lifeboats and Mortar and Rocket Apparatus, and as Rewards for saving Life from Shipwreck.—(*See* p. 23 of Memorandum)

	1855.	1856.	1857.	1858.	1859.	1860.	Total.	Annual Average.
	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
Expense of placing, maintaining, and exercising lifeboats	783 14 2	2,021 13 -	1,877 2 9	2,115 6 1	2,275 12 -	2,591 16 3	11,665 4 3	1,944 4 -
Expense of placing, maintaining, and exercising rocket and mortar apparatus	- -	- -	2,751 15 11	2,024 17 7	1,943 7 -	2,456 15 8	9,176 16 2	2,294 4 -
Rewards and gratuities for saving and endeavouring to save life from shipwreck	453 12 6	328 14 -	391 15 7	382 19 6	377 17 6	813 5 6	2,748 4 7	458 - 9
Totals £.	1,237 6 8	2,350 7 -	5,020 14 3	4,523 3 2	4,596 16 6	5,861 17 5	23,590 5 -	4,696 8 9

TABLE VIII.—Statement of the Number of Lives lost in certain Districts of the Coasts of the United Kingdom, during the Eleven Years ended December 1860.—(*See* pp. 16 and 17 of Memorandum.)

DISTRICTS.	1850.	1851.	1852.	1853.	1854.	1855.	1856.	1857.	1858.	1859.	1860.	Total.	Annual Average.
Farn Islands to Flamborough Head	11	37	143	18	100	17	15	114	31	12	25	523	47 6/11
Flamborough Head to the North Foreland	230	43	82	61	119	55	36	117	35	72	107	957	87
North Foreland to St. Catherine's Point	57	17	73	72	21	21	37	32	2	102	31	465	42 3/11
St. Catherine's Point to Start Point	2	-	18	3	5	3	4	9	-	25	12	81	7 4/11
Start Point to the Land's End	11	12	135	4	23	194	10	4	15	25	12	445	40 5/11
Land's End to Hartland Point, including Scilly	14	11	21	22	42	17	6	19	23	145	10	330	30
Hartland Point to St. David's Head	20	30	20	17	10	3 2	68	12	23	126	82	440	40
St. David's Head and Carnsore Point to Lambay Island and Skerries, Anglesea	29	37	122	101	16	28	23	19	29	472	3	879	79 10/11
Skerries and Lambay to Fair Head and Mull of Cantire	100	54	113	111	360	27	21	39	41	537	350	1,456	132 1/11
Cape Wrath to Buchan-Ness	21	12	8	15	7	23	6	44	12	6	43	197	17 10/11
Buchan-Ness to Farn Islands	2	14	44	30	50	4	23	26	20	37	21	271	24 7/11
All other parts of the coast	148	10	59	388	81	16	48	4	12	6	70	842	76 5/11
Totals	645	277	838	842	834	437	297	439	243	1,565	466	6,883	625 8/11

WRECK CHART OF THE NORTH EAST COAST OF ENGLAND, TO ACCOMPANY THE BOARD OF TRADE MEMORANDUM ON HARBOURS OF REFUGE: COMPILED FROM THE BOARD OF TRADE WRECK REGISTER, 1856 TO 1860.

Symbols

◇ ——— *a* TOTAL WRECK ———

◇ *Casualty with* PARTIAL *loss only.* ———

◇ *No.* ___ *of* LIVES LOST *in figures.*

◇ *Direction of* WIND *by thickened side.*

● ___ *a* MORTAR APPARATUS *Station.*

* ___ *a* ROCKET APPARATUS *Station.*

——— *a* LIFE BOAT *Station.* ———

——— LIGHTHOUSE. ———

——— LIGHT VESSEL. ———

● ——— *a* COAST GUARD *Station.* ———

___ INSPECTING COMMANDER.

● ——— CUSTOMS PORT. ———

Wrecks & Casualties

ARISING FROM

CAUSES OTHER THAN STRESS OF WEATHER.

These cases do not bear upon the question of the

PROPOSED

HARBOURS OF REFUGE.

N° 151 Ordered to be Printed 18th March, 1864.

THE WORKS PROPOSED AT HARTLEPOOL MIGHT POSSIBLY HAVE PREVENTED OR MITIGATED 16 TOTAL LOSSES 21 PARTIAL LOSSES AND MIGHT HAVE SAVED 7 LIVES.
Wrecks and Casualties through stress of Weather distinguishing those cases that MIGHT POSSIBLY HAVE BEEN PREVENTED OR MITIGATED BY HARBOURS OF REFUGE.
Symbols
The Color inside the diamonds indicates the Harbour bearing on the case. e.g.
denotes a casualty that might possibly have been prevented or mitigated by the works proposed at THE TYNE HARTLEPOOL FILEY
These diamonds not colored inside denote casualties that could not have been prevented or mitigated by the proposed works.
For an explanation of the other Symbols, See above.
SCALE.
5 Miles 10 20 30 40
THE WORKS PROPOSED AT FILEY MIGHT POSSIBLY HAVE PREVENTED OR MITIGATED 44 TOTAL LOSSES 60 PARTIAL LOSSES AND MIGHT HAVE SAVED 55 LIVES.
HARTLEPOOL
W. Hartlepool
Seaton Carew
Seaton Snook
Castle Eden
Lights
REDCAR
Coatham
Saltholme
Middlesbro'
STOCKTON
Marske
Saltburn
Skinningrove
Brotton
Staithes
Runswick
Hinderwell
Port Mulgrave
Ellerby
Kettleness
Goldsboro'
Lythe
Sandsend
WHITBY
Hawsker
ROBIN HOODS BAY
Cloughton
Burniston
SCARBOROUGH
Cayton
Gristhorpe
FILEY
FILE BAY
Speeton
FLAMBOROUGH HEAD
Bridlington
BRIDLINGTON BAY
Huntcliff Foot
YORKSHIRE

Holy I.
Beal
Old Law
Farn Lights
Lanastone Light Ho
FARN ISLANDS
Budle
Bamburgh
N. SUNDERLAND
Beadnell
Newton by Sea
Embleton
Dunstanbro Castle
Craster
HOWICK
Boulmer
Alnmouth
Warkworth
Coquet Light
Coquet I.
Amble
Hauxley
Widdrington
Cresswell
Ellington
Newbiggin
Wansbeck R.
Cambois
Morpeth
BLYTH
Hartley
Seaton Sluice
Earsden
Seaton Delaval
Cullercoats
TYNEMOUTH
N.SHIELDS
NEWCASTLE
RIVER TYNE
S.SHIELDS
Marsden
Whitburn
Monk Wearmouth
SUNDERLAND
Ryhope
SEAHAM
High Lt
Low Lt
N.
N.W.
N.E.
W.
E.
S.W.
S.E.
S.
NORTHUMBERLAND
DURHAM
THE WORKS
PROPOSED AT THE
TYNE
MIGHT POSSIBLY HAVE
PREVENTED or MITIGATED
11 TOTAL LOSSES
9 PARTIAL LOSSES
AND
MIGHT HAVE SAVED
13 LIVES.

Appendix, No. IX.

CHART of Wrecks and Casualties (exclusive of Collisions) between the *Farn Islands* and *Flamborough Head*, during the Five Years ended 31st December 1860.

This Chart contains two outline maps of the same portion of coast, viz., from a short distance north of the Farn Islands, to a short distance south of Flamborough Head.

The map on the left-hand side of the sheet refers exclusively to Wrecks and Casualties arising from stress of weather, *i. e.*, cases happening when, according to the meteorological notation commonly in use, the force of the wind was at 9 (strong gale) and upwards. From a memorandum preceding the Tables published by the Royal Commission on Harbours of Refuge, 1859, it appears that that Commission considered casualties from stress of weather to be the only cases bearing on Harbours of Refuge.

The map on the right-hand side of the sheet contains those cases arising from causes other than stress of weather, viz., cases happening with the force of the wind at and below 8 (fresh gale). These cases do not, according to the memorandum above mentioned, bear at all on the question of Harbours of Refuge.

The areas to be inclosed by the proposed Harbours are distinguished by large coloured patches. That at the Tyne is coloured *ORANGE*; at Hartlepool, *GREEN*; and at Filey, *BLUE*; and the corresponding colours inside the diamonds denote the Harbour that might possibly have prevented or mitigated the casualty.

THE SYMBOLS

denoting the Casualties, Loss of Life, Direction of Wind, Rocket and Mortar Stations, &c., are as follows, viz.:

A diamond with a black outline denotes a total wreck.

A diamond with a red outline denotes a casualty attended with partial damage only.

The figures inside the diamonds indicate the number of lives lost, *e. g.*, a total wreck attended with a loss of five lives.

The thickened side or sides of the diamond indicate the direction of the wind at the time of the casualty, *e. g.*, a casualty resulting in partial damage, with the wind at N.E., attended with a loss of three lives.

A red dot denotes a station at which a mortar apparatus and gear are placed for saving life from ships wrecked or in distress on the coasts.

A red star denotes a station at which a Rocket Apparatus is placed for the same purpose.

This symbol in red denotes a Life Boat station.

Denotes a Lighthouse.

Denotes a Light Vessel.

The Coast Guard Stations are denoted by a blue dot.

The Inspecting Commanders' Head Quarters by a blue flag.

The Customs Ports are denoted by an orange dot.

TABLE X.

WRECKS and CASUALTIES (otherwise than by Collision) on the NORTH-EAST COAST of ENGLAND, between the FARN

NAME OF SHIP. 1.	Port of Registry (if British). 2.	Port Sailed from. 3.	Date of Sailing. 4.	Hour of Sailing. 5.	Weather at Time of Sailing. 6.	Wind at Time of Sailing. 7.	Tide Stream at Time of Sailing. 8.	Port Bound to. 9.	Whether in Ballast or with Cargo. Ballast. 10.	Cargo. 11.	Exact Spot where Casualty happened. 12.	Date of Casualty. 13.
1856:												**1856:**
(1) Conqueror, steam-tug. Schooner—500—15. (15 years.)	Sunderland	Sunderland	3 Jan.	7.20 a.m.	Fine, strong sea.	S.S.W. 2	¼ flood	-	Ballast	-	Polka Hole Sunderland Harbour.	3 Jan.
(2) Sarah - - - Schooner—82—5. (31 years.)	Ipswich	Ipswich	10 Dec.	9 a.m.	-	-	-	Seaham	Ballast	-	Blyth	Jan.
(3) La Parisienne - Schooner—103—7. (Age unknown.)	Dundalk	Sunderland	8 Jan.	-	Heavy sea	N.E. 8	-	Nantes	-	Coals	Sunderland Bar	8 Jan.
(4) Deux Sœurs - - Lug—90—6. (15 years.)	St. Valerie	Blyth	9 Jan.	-	Hazy, heavy sea.	N.E. 7	High water	Bayonne	-	Coals	Sand Point W. of Blyth Haven.	9 Jan.
(5) Innes - - - Schooner—81—5. (5 years.)	Arbroath	Arbroath	9 Jan.	-	Variable	N. to E.	-	Sunderland	Ballast	-	Sunderland Bar	11 Jan.
(6) Mary - - - Smack—19—2. (14 years.)	Berwick	Shields	10 Jan.	-	Snow showers	N. 5 6	Running S. High water about 4.30 p.m.	Grimsby	-	Coals	16 miles S. of Whitby.	11 Jan.
(7) Storm King - - Bark—300—12. (15 years.)	Shields	Shields	-	-	-	-	-	Constantinople	-	Coals	Off Flamborough Head.	17 Jan.
(8) Tyne - - - Brig—86—5. (30 years.)	N. Yarmouth	Middlesborough	-	3 p.m.	-	W.S.W.	-	Southwold	-	Coals	Two miles S. of Scarborough Nab.	17 Jan.
(9) General Murray - Brig—140—7. (Age unknown.)	Ramsgate	Shields	16 Jan.	-	Stormy	S.E. 10	-	London	-	Coals	Flamborough Head W. by S. 15 miles.	19 Jan.
(10) Thomas and Elizabeth. Galliot—56—4. (13 years.)	London	Seaham	21 Jan.	-	-	-	-	Fosdyke	-	Coals	Off Flamborough Head.	23 Jan.
(11) Atalanta - - Barque—270—11. (Age unknown.)	Osterssor	Hartlepool	26 Jan.	-	Moderate	S.W.	High water	Sandscrona	-	Coals	Hartlepool Pier	26 Jan.
(12) Josephine - - Schooner—99—6. (4 years.)	Cherbourg	Hartlepool	-	-	-	-	-	Chærnte	-	Coals	Whitby Rock	27 Jan.
(13) Kingston - - Barque—279—8. (Age unknown.)	Sunderland	Moored in River	-	-	Bad	W.N.W. 11	High water	-	-	-	Ravens' Wheel, in Wear.	6 Feb.
(14) Tower - - - Schooner—174—7. (Age unknown.)	Sunderland	Shields	5 Feb.	2 p.m.	-	W.S.W moderate.	¾ flood	Carthagena	-	Coke	Off Sunderland	6 Feb.
(15) Teresa - - - Brig—182—7. (20 years.)	Sunderland	Sunderland	5 Feb.	5 p.m.	Fine	Moderate breeze W.	High water	London	-	Coals	30 miles E. of Tynemouth Light.	6 Feb.
(16) George Glen - Brig—300—11. (Age unknown.)	London	Sunderland	6 Feb.	4 p.m.	Fresh breezes. Hazy,	-	-	London	-	Coals	Between Sunderland and Scarborough.	In a gale p.m. of 6th
(17) Onderneming - Galliot—116—7. (25 years.)	Amsterdam	Amsterdam	4 Feb.	-	Moderate	S.S.W.	-	Newcastle	Ballast	-	Abandoned 64 miles from coast; Whitby bearing W.N.W.	From 1 to 7 a.m.
(18) Amity - - - Brig—220—9. (Age unknown.)	S. Shields	Seaham	6 Feb.	3 p.m.	-	S.S.W. fresh breeze.	-	London	-	Coals	8 miles N.E. of Whitby.	7 Feb.
(19) Maria - - - Sloop—40—3. (Age unknown.)	Rye	Rye	4 Feb.	11 a.m.	Fine	Light breezes S.	High water	Sunderland	-	Oak	Robin Hood's Bay.	7 Feb.
(20) Yorkshire - - Brig—315—18. (Age unknown.)	Stockton	W. Hartlepool	3 Feb.	2 p.m.	-	W.S.W. 5	Near high water.	Havre - de Grace.	-	Coals	Scarborough, W. by N. 8 miles.	7 Feb.
(21) Harry King - Brig—115—8. (20 years.)	Hastings	Rye	4 Feb.	-	Fine	W.N.W.	Flood	Hartlepool	Ballast	-	20 miles E. of Sunderland.	7 Feb.
(22) Margaret - - Schooner—72—5. (10 years.)	Grangemouth	Berwick	5 Feb.	-	-	-	-	Coal Port	Ballast	-	Sea. E. Coast	7 Feb. supposed

TABLE X.

ISLANDS and FLAMBOROUGH HEAD, during the Five Years ending 1860—(Compiled from the Board of Trade Wreck Register).

Hour of Casualty. 14.	Weather at Time of Casualty. 15.	Wind at Time of Casualty. 16.	Tide at Time of Casualty. 17.	Nature of Casualty, and whether occasioning Total Loss or only partial Damage. 18.	No. of Lives and estimated Value of Property lost. 19.	Circumstances which caused the Casualty. 20.	Was the Vessel driven back; and, if so, how far had she reached Southward or Northward on her Voyage? 21.	State any Particulars that can throw Light on the Cause of the Casualty. 22.	Might the Casualty have been prevented or mitigated by the proposed Works at the Tyne, at Hartlepool, and at Filey? 23.
7 20 a.m.	Fine, strong sea	S.S.W. 2	¼ flood	Stranded; total -	nil 400 *l.*	Struck on sunken wreck, and knocked a hole in her bottom. Towed a little further up the harbour, and became a total wreck from heavy sea.	No - - -	The sunken wreck was buoyed, but had washed away from the buoy about 100 yards.	Force of wind under 9.
11 30 a.m.	Stormy - -	S.S.E. 10	⅔ flood to southward.	Stranded; got off -	-	In running into Blyth for shelter struck by sea. Struck ground, and lost rudder. Drove on Sow and Pigs Reef near the Breakwater.	No; but driven N. of her port.	Gale caught her off Scarborough. Struck on the bar, and became unmanageable, the rudder being unshipped.	Yes; **HARTLEPOOL.**
- -	Heavy sea -	N.E. 4	1 hour ebb -	Struck pier; got off	-	Steam-tug not powerful enough; cast her off. Fell to leeward and struck the pier. Towed back to moorings by two steam-tugs.	No - - -	- - - - - -	Force of wind under 9.
4 p.m.	Hazy, heavy sea	N.E. 7	High water -	Stranded; got off -	nil 140 *l.*	Whilst towing out of harbour took a sheer to W. and caught the ground.	No - - -	- - - - - -	Ditto.
9 30 p.m.	Snow; squally	E.N.E. 9	Half ebb -	Stranded; got off -	nil 250 *l.*	Stress of weather. Driven behind S. pier.	No - - -	When taking the harbour of Sunderland a heavy sea struck the vessel; she became unmanageable, took the ground, and was driven behind S. pier.	No.
4 a.m.	Snow showers	N. 5	¾ flood -	Abandoned; total -	nil 92 *l.*	Sounded pumps; found water gaining and abandoned her. Pump spur broken.	No - - -	Leaky, with pump out of order; the only cause. Had reached S. on her voyage about 42 miles.	Force of wind under 9.
- -	Heavy - -	Variable, 7	- -	Dismasted in a gale; partial.	nil 200 *l.*	Stress of weather - -	Yes - - -	- - - - - -	Ditto.
4 15 a.m.	Very thick -	S.S W. 6	Half ebb -	Stranded; total -	nil 360 *l.*	Not heaving lead in thick weather.	No - - -	- - - - - -	Ditto.
5 30 a.m.	Thick - -	E.N.E. 4	Slack water -	Foundered; total -	nil 1,100 *l.*	Starting a butt or knocking against floating wreck.	No - - -	Vessel old. Too much strain upon her, caused by being under double-reefed topsails.	Ditto.
6 a.m.	Gale - -	S.S.E. 11	- -	Loss of sails, &c.; partial.	-	Stress of weather; strained very badly and lost sails, tore away rudder and started seams.	No - - -	- - - - - -	Yes; **FILEY.**
7 30 a.m.	Moderate -	S.W. 5	High water -	Stranded; got off -	-	In going out of the harbour struck the piers.	No - - -	- - - - - -	Force of wind under 9.
1 15 a.m.	Hazy - -	N.W. 4	Low water -	Stranded; got off -	-	Was running with studding sails set, in thick weather. No lead going.	No - - -	- - - - - -	Ditto.
4 a.m.	Bad - -	W.N.W. 11	High water -	Capsized; recovered	-	Heavy gale, broke from her moorings.	No - - -	Took the ground on a bank, and as the tide receded, fell over.	No.
Midnight	Stormy - -	W. by N. 11	About low water.	Leaky; partial -	nil 200 *l.*	Struck by a sea, which caused her to leak.	Yes; driven as far N. as the Coquet Island, not having at any time previous reached farther S. than Sunderland.	The vessel was struck by the seas, and rendered leaky.	No.
2 p.m.	Stormy - -	S.W. 10	½ flood in shore.	Foundered; total -	nil 1,335 *l.*	Bad weather, seas carrying away stanchions and covering boards; pumps could not keep the leak under.	Yes; got as far to the S. as Hartlepool, and was driven back to about 3 miles E. of Tynemouth Light.	Stress of weather, and being struck by several seas.	No.
from 7 45 to 8th.	Violent westerly gale.	S.W. 10	- - -	Foundered; total -	-	Caught in a gale; abandoned in a sinking state.	No - - -	Driven 60 miles off coast day of sailing; thrown on her beam ends, and foundered.	No.
p.m. on 7th on 8th.	- - -	S.W. 10	- -	Abandoned; total -	-	Whole gale - - -	- - -	- - - - -	No.
- -	- - -	W.N.W. 10	- -	Stranded; got off -	-	Caught in a gale; decks swept.	- - -	- - - - - -	No.
11 30 a.m.	Hurricane from shore.	Blowing -	Low water -	Abandoned; total -	-	Anchored in a hurricane, drove from anchors, dismasted and abandoned.	No - - -	Becoming dismasted -	No.
2 a.m.	Gale - -	W.S.W. 9	½ flood -	Stranded; got off -	-	Caught in a gale; leaky	No - - -	- - - - - -	No.
9 a.m.	Cloudy - -	W.N.W. 6	- -	Abandoned; total -	nil 500 *l.*	Stress of weather - -	No - - -	Sprung a leak, and shifted ballast.	Force of wind under 9.
- -	- - -	N. W. 12	- -	Foundered; total -	nil 600 *l.*	Stress of weather; left Berwick, and never heard of since 6th.	No - - -	Vessel being in ballast supposed to have been upset by strong gales.	No.

Wrecks and Casualties (otherwise than by Collision) on the North-East Coast of England,

NAME OF SHIP.	Port of Registry (if British).	Port Sailed from.	Date of Sailing.	Hour of Sailing.	Weather at Time of Sailing.	Wind at Time of Sailing.	Tide Stream at Time of Sailing.	Port Bound to.	Whether in Ballast or with Cargo.		Exact Spot where Casualty happened.	Date of Casualty.
									Ballast.	Cargo.		
1.	2.	3.	4.	5.	6.	7.	8.	9.	10.	11.	12.	13.
1856—*continued.*												1856:
(23) Mary Jane - - Brig—132—7. (12 years.)	Dartmouth - -	London - -	2 Feb.	Between 7&8 a.m	Clear - -	W.N.W. 4	½ an hour before high water.	Hartlepool -	Ballast -	- -	Off Scarborough	7 Feb. -
(24) Sultan - - Brig—249—11. (19 years.)	Shields - -	Folkestone -	-	-	- -	- -	- - -	Shields -	Ballast -	- -	Off Shields -	7 Feb. -
(25) Matilda - - Brig—79—4. (38 years.)	Lowestoft -	Grimsby - -	5 Feb.	4 p.m.	Fine - -	W.S.W. 5	Nearly high water.	Shields -	- -	Salt -	Upper moorings buoy, S. Shields.	7 Feb. -
(26) Reine - - - Schooner—74—6. (Age unknown.)	Belgium - -	- - -	-	-	- -	- -	- -	- -	- -	- -	20 miles N.E. of Flamborough Head.	11 Feb. -
(27) New Union - - Schooner—162—7. (9 years.)	London - -	Seaham - -	11 Feb.	-	Rather foggy	E.N.E.; light.	High water -	London -	- -	Coals -	Marske Beach, Yorkshire.	12 Feb. -
(28) John - - - Barque—273—10. (31 years.)	Sunderland -	Sunderland -	9 Feb.	7 p.m.	Variable -	S.; light	4 hours' flood	Gibraltar -	- -	Coals -	Hole Wyke, near Staithness.	12 Feb. -
(29) Friendship - - Schooner—65—4. (Age unknown.)	Sunderland -	Newcastle -	-	-	- -	- -	- -	Aberdeen -	- -	Iron -	Off Farn Islands	13 Feb. -
(30) Jane - - - Brigantine—169—8. (14 years.)	Maldon - -	London - -	11 Feb.	8 a.m.	S.W.; fine -	Breeze	½ flood - -	Shields -	Ballast -	- -	Herd Sand -	14 Feb. -
(31) Ramsgate - - Sloop—43—3. (Age unknown.)	Boston - -	Newcastle -	-	-	- -	- -	- -	London -	- -	Bricks -	9 miles N.E. of Bridlington.	23 Feb. -
(32) Croxdale - - Brig—294—9. (Age unknown.)	Hartlepool -	Middlesborough	23 Feb.	5½ p.m.	Strong swell	N.E.	High water -	Genoa -	- -	Iron -	Tees Bar - -	23 Feb. -
(33) Louise - - - Brig—103—7. (5 years.)	Dieppe - -	Newcastle -	-	-	- -	- -	- -	Dieppe -	- -	Coals -	Newcastle -	1 Mar. -
(34) Canada - - Brig—260—8. (Age unknown.)	London - -	London - -	-	-	- -	- -	- -	Sunderland -	Ballast -	- -	Sunderland Harbour.	14 Mar. -
(35) Alfred - - - Barque—288—10. (19 years.)	Hamburgh -	Hamburgh -	13 Mar.	-	Moderate -	E.; fresh breeze.	- -	Hartlepool -	Ballast -	- -	40 yards N.E. of W. Hartlepool Pier.	15 Mar. -
(36) Charles Molloy - Brig—191—10. (12 years.)	London - -	London - -	-	-	- -	- -	- -	Hartlepool -	Ballast -	- -	Hartlepool Heugh.	17 Mar. -
(37) Shamrock - - Brig—91—5. (Age unknown.)	Whitstable -	Whitstable -	17 Mar.	9 a.m.	Thick - -	S.E. moderate.	- -	Coal Port -	Ballast -	- -	Crook Point, 4 miles N. of Scarborough Creek.	18 Mar. -
(38) Mary - - - Brig—149—6. (8½ years.)	Whitby - -	London - -	-	-	- -	- -	- -	Seaham -	Ballast -	- -	S. pier, Sunderland.	26 Mar. -
(39) James - - Brig—191—7. (12 years.)	London - -	London - -	16 Mar.	Unknown.	Unknown -	E.	Ebb - -	Seaham -	Ballast -	- -	Sunderland Bar	26 Mar. -
(40) Quayside - - Brig—234—10. (Age unknown.)	Newcastle -	Janon - -	24 Mar.	-	- -	- -	- -	Sunderland -	- -	Coals -	Shields Bar -	27 Mar. -
(41) Jessy - - - Schooner—220—7. (Age unknown)	Exeter - -	Middlesborough	-	-	Moderate -	N.E.	- -	Torquay -	- -	Coals -	Stranded in Tees	3 April
(42) Essex - - - Brig—180—7. (19 years.)	Sunderland -	Sunderland -	5 April	3 p.m.	Clear and fine	S.S.E. strong.	A little after high water.	Hamburgh -	- -	Coals -	Behind N. harbour, Sunderland.	5 April
(43) Harlington - - Brig—955—9. (5 years.)	Sunderland -	Sunderland -	5 April	4 p.m.	Clear - -	S.S.E. 6	High water -	Constantinople	- - -	Coals -	Sunderland Bar	5 April
(44) William - - Coble—20—6. (Age unknown.)	Sunderland -	Sunderland -	-	-	- -	- -	- -	Vessels in offing.	Ballast -	- -	S. dock outlet Sunderland.	5 April
(45) Robert Stride - Brig—235—9. (16 years.)	Sunderland -	Seaham - -	18 April	1 a.m.	Clear - -	E.N.E. 5	Running S.; high water at 4 a.m.	London -	- -	Coals -	Seaham Harbour.	18 April
(46) Eugenie - - Schooner—150—5. (14 years.)	Calais - -	Blyth - -	-	-	- -	- -	- -	Bordeaux -	- -	Coals -	15 miles from Whitby.	26 April
(47) William and Isabella. Brig—182—7. (16 years.)	Whitby - -	London - -	24 April	4 a.m.	- -	E.S.E.	- -	Hartlepool -	Ballast -	- -	Sands, 1 mile E. of Seaton Carew.	29 April
(48) Doctor Daniel - Brig—194—8. (15 years.)	Cuxhaven -	Hamburgh -	-	-	- -	- -	- -	Hartlepool -	Ballast -	- -	Rocks between new and old piers, Sunderland.	29 April

between the Farn Islands and Flamborough Head, during the Five Years ending 1860—*continued.*

Hour of Casualty. 14.	Weather at Time of Casualty. 15.	Wind at Time of Casualty. 16.	Tide at Time of Casualty. 17.	Nature of Casualty, and whether occasioning Total Loss or only partial Damage. 18.	No. of Lives, and estimated Value of Property lost. 19.	Circumstances which caused the Casualty. 20.	Was the Vessel driven back; and, if so, how far had she reached Southward or Northward on her Voyage? 21.	State any Particulars that can throw Light on the Cause of the Casualty. 22.	Might the Casualty have been prevented or mitigated by the proposed Works at the Tyne, at Hartlepool, and at Filey. 23.
2 a.m.	Clear	W. 11	-	Dismasted; partial	nil 400 *l.*	Stress of weather; dismasted and thrown on beam ends by heavy squall.	No	-	No.
-	-	W.S.W. 9.	-	Abandoned; total	-	Heavy gale	-	-	No.
1 a.m.	Cloudy; heavy rains.	S.S.W. to W. 12.	½ flood	Stranded; got off	nil 250 *l.*	Driven from moorings by gale.	No	Breaking adrift from moorings, with some hundred, during a hurricane.	No.
-	-	-	-	Foundered; total	-	-	-	-	Force of wind under 9.
5 a.m.	Misty	S.E. by E. 3.	½ flood	Stranded; got off	-	Main halyards giving way; too close to land; no lead hove.	No	From master hugging the shore.	Ditto.
6 a.m.	Thick; rainy	S. 6	Nearly high water.	Stranded; got off	nil 32 *l.*	Error in judgment	No	Stranding in thick weather.	Ditto.
-	-	-	-	Abandoned; total	-	Leak, which could not be reduced.	-	-	Ditto.
6 p.m.	Clear	S.W. 4	½ flood	Stranded; got off	nil 400 *l.*	Pilot taking bar too soon	No	When vessel struck, unshipped her rudder, and she became unmanageable.	Ditto.
12 30 p.m.	Hazy	N.N.E. 6	-	Foundered; total	-	Sprung a leak; could not be kept under.	-	-	Ditto.
-	Fine weather	N.E. 3	High water	Stranded; partial	-	Struck on bar whilst being towed out; heavy swell.	-	Not having been kept in mid-channel, and a heavy swell on.	Ditto.
-	Fine	-	-	Explosion	-	Gas generated from coal under hatches.	No	-	Ditto.
-	Fine	N.N.W. 4	High water	Struck on her anchor	-	-	No	-	Dttto.
11 30 p.m.	Cloudy	S.E. 7	-	Stranded; total	nil 2,000 *l.*	When at sea had had bad weather; was half full of water. When running into Hartlepool ballast shifted, and vessel struck.	-	-	Ditto.
8 p.m.	Cloudy	S. by E. 4	-	Stranded; total	nil 1,500 *l.*	Lost steerage, and struck on rocks.	-	-	Ditto.
6 15 a.m.	Hazy	S.E. 1	-	Stranded; total	nil 300 *l.*	Stress of weather; too near shore through not heaving lead.	-	-	Ditto.
-	Cloudy	E.S.E. 5	High water	Struck pier; got off	-	Lost steerage way when near Seaham; driven back, and struck on South Piers.	No	-	Ditto.
8 30 a.m.	Clear	S.S.E.	-	Stranded	nil 120 *l.*	Struck on Sunderland Bar.	Cannot be ascertained	-	Ditto.
8 a.m.	-	N.E. 7	-	Stranded	-	Became leaky, and stranded on bar when putting back.	-	-	Ditto.
2 30 p.m.	Fine	S.S.E. 5	-	Stranded; got off	nil 300 *l.*	A man fell overboard whilst vessel was in tow; vessel stopped and anchored to get him up; weighed again before tow line was made fast, and drifted on the sand, and filled.	-	-	Ditto.
4 p.m.	Clear	S.S.E. 6	High water	Struck pier; total	nil 1,590 *l.*	Tug unable to tow her for want of power. Heavy sea struck her against pier.	No	-	Ditto.
4 p.m.	Clear	S.S.E. 6	High water	Struck bar; got off	-	Being towed out, struck, and damaged.	No; but had proceeded as far as off the Tees, and returned leaky.	Struck the bar, and returned leaky.	Ditto.
-	Stormy	S.E. 6	½ ebb	Swamped; total	1	Struck by heavy sea, and went down.	No	-	Ditto.
2 a.m.	Cloudy	E.N.E. 5	One hour before high water.	Stranded; got off	nil 1,500 *l.*	Tow rope broke	No	Breaking tow rope the only cause. The vessel, when the tow rope broke, had barely cleared the entrance to the harbour; immediately after breaking rope she went on at back of S. pier, at S. harbour.	Ditto.
7 30 p.m.	Dark	N.E. 6	-	Foundered; total	4 460 *l.*	Sprung a leak	-	-	Ditto.
11 p.m.	Thick, squally	E.S.E. 7	-	Stranded; total	nil 1,000 *l.*	Thick weather	No	-	Ditto.
18 30 p.m.	Squally, thick	E.N.E. 6	High water	Stranded; got off	nil 700 *l.*	Thick weather; mistook new for old pier.	-	-	Ditto.

Wrecks and Casualties (otherwise than by Collision) on the North-East Coast of England,

NAME OF SHIP.	Port of Registry (if British).	Port Sailed from.	Date of Sailing.	Hour of Sailing.	Weather at Time of Sailing	Wind at Time of Sailing.	Tide Stream at Time of Sailing.	Port Bound to.	Whether in Ballast or with Cargo.		Exact Spot where Casualty happened.	Date of Casualty
									Ballast.	Cargo.		
1.	2.	3.	4.	5.	6.	7.	8.	9.	10.	11.	12.	13.
1856—*continued.*												
(49) Admiral Hood Schooner—155—6. (10 years.)	Lynn	Lynn	6 May	7 30 a.m.	Fine	E.S.E. 5	Flood	Seaham	Ballast		Entrance of Seaham Harbour.	7 May
(50) Samson Ketch—93—5. (4 years.)	Cowes	Cowes	2 May	4 30 p.m.	Fine	W. light breeze.	Tide flowing	Sunderland	Ballast		6 miles from Flamborough Head.	7 May
(51) Fair Maid Schooner—107—5. (22 years.)	Dundee	Dundee	26 May	7 0 a.m.	Thick	S.E. 5	Ebb	Seaham	Ballast		S. side of entrance to Seaham Harbour.	29 May
(52) Emma Sloop—24—2. (Unknown.)	S. Shields	Whitby	27 June	9 0 a.m.	—	W.	—	Middlesborough.	—	Stone	Saltburn near Redcar.	28 June
(53) Spring Barque—231—8. (Age unknown.)	N. Shields	London	4 July	—	—	—	Last quarter ebb.	Shields	Ballast		Rocks off Shields.	7 July
(54) Ford Brig—210—8. (25 years.)	Sunderland	Sunderland	7 July	7 0 p.m.	Fine	W.N.W. Fresh.	High water	London	—	Coals	6 miles off Tees	8 July
(55) Peace Brig—106—6. (32 years.)	Whitby	London	—	—	Fine	S. moderate.	—	Newcastle	Ballast		Skinning Grove near Whitby.	8 July
(56) Brothers Coble—7—3. (Age unknown.)	Redcar	Redcar	8 July	12 40 a.m.	—	W.S.W.; light breeze.	¾ ebb	Fishing	—	Fish	Off Redcar	8 July
(57) Newport Schooner—73—5. (19 years.)	Montrose	Sunderland	18 July	2 0 a.m.	Fine	S.W. 4	¾ flood	Montrose	—	Coals	Bondicar Bush, S. of Coquet Island.	18 July
(58) Perseverance Schooner—34—3. (50 years.)	Wells	Shields	31 July	3 0 p.m.	Fine	S.S.E.	Flood	Caen	—	Coals	10 miles off Filey, W.S.W.	5 Aug
(59) Impetuous Brig—174—8. (1 year)	Rye	Rochester	7 Aug.	2 0 p.m.	Fine; gentle breeze.	S.S.W.	3 hours' flood	Shields	Ballast		Steel Point, Flamborough Head.	10 Aug
(60) St. Louis Lugger—60—25. (Age unknown.)	Fecamp	—	—	—	—	—	—	Fishing	—	Nets	Steel Point, Flamborough Head.	10 Aug
(61) Arthur Eugenie Schooner—75—5. New.	Cherbourg	Seaham	—	—	—	—	—	Cherbourg	—	Coals	9 miles from Hartlepool.	25 Aug
(62) Mersey Schooner—64—4. (38 years.)	Montrose	Grangemouth	21 Aug.	6 0 a.m.	—	E.; blowing strong.	Flood	Dunkirk	—	Iron	4 miles E. by S. of Filey.	28 Aug
(63) Star Steam Tug—20—4. (4 years.)	Stockton	Scarborough	29 Aug.	7 0 a.m.	Fine	S.W. 2; ligh.	2 hours' ebb	Middlesborough.	Ballast		Rocks off Redcar.	29 Aug
(64) British Dominion Steam Tug—27—3. (Age unknown.)	Shields	Shields	—	—	Light wind at W.		½ ebb	Hauxley	—	Herrings	Hauxley Harbour, on a rock 500 yards from high-water mark.	2 Sept
(65) Ann Sloop—15—2. (Age unknown.)	Whitby	Hartlepool	—	—	—	—	—	Staithes	—	Coals	S. of E. Pier, Whitby.	18 Sept
(66) Alexander Brig—212—8. (15 years.)	Whitby	Hartlepool	18 Sept.	—	Moderate	Westerly fresh.	Flood	Gottenburgh	—	Coals	Lat. 55° N., Long. 1° E.	19 Sept
(67) John Brig—163—6. (51 years.)	Shields	Shields	19 Sept.	7 0 p.m.	Moderate	N.	—	London	—	Coals	6 miles off Robin Hood's Bay.	20 Sept
(68) Medora Schooner—114—5. (20 years.)	Yarmouth	Yarmouth	22 Sept.	—	—	—	—	Shields	Ballast		Whitburn Steel	24 Sept
(69) Milton Schooner—94—5. (35 years.)	Yarmouth	Yarmouth	24 Sept.	7 0 a.m.	—	S.	—	Middlesborough.	Ballast		Tees Mouth, 1 mile S. of Seaton Carew.	27 Sept
(70) Magdelena Sloop—45—5. (7 years.)	Ystadt	Ystadt	—	—	—	—	—	Newcastle	—	Wheat	Behind S. Pier, Sunderland.	28 Sept

between the Farn Islands and Flamborough Head, during the Five Years ending 1860—*continued.*

Hour of Casualty. 14.	Weather at Time of Casualty. 15.	Wind at Time of Casualty. 16.	Tide at Time of Casualty. 17.	Nature of Casualty, and whether occasioning Total Loss or only partial Damage. 18.	No. of Lives and estimated Value of Property lost. 19.	Circumstances which caused the Casualty. 20.	Was the Vessel driven back; and, if so, how far had she reached Southward or Northward on her Voyage? 21.	State any Particulars that can throw light on the Cause of the Casualty. 22.	Might the Casualty have been prevented or mitigated by the proposed Works at the Tyne, at Hartlepool, and at Filey? 23.
3 15 p.m.	Cloudy	E.N.E. 6	¼ flood	Struck pier; got off	- -	When entering harbour, struck by heavy sea and went to leeward.	No	- - - -	Force of wind under 9.
2 p.m.	Clear	E. 8	Spring tide; nearly high water.	Dismasted; partial	-	Stress of weather	Driven back from Flamborough Head about 14 miles; taken in tow by steamer to Lowestoft.	Heaviness of the gale only.	Ditto.
12 30 a.m.	Cloudy	E.N.E. 4	1st quarter ebb.	Struck pier; got off	nil 150*l.*	When near entrance, wind fell away; heavy swell threw vessel against pier.	No	Falling away of wind, and heavy sea.	Ditto.
2 p.m.	Clear	N.N.W. 4	½ ebb	Leaky; total	nil 38*l.*	Sprung a leak in heavy sea; ran ashore to save her.	- - -	- - - - - -	Ditto.
12 30 a.m.	Stormy	N.E. 12	Nearly high water.	Stranded; got off	- -	Heavy gale from N.E.; ran ashore to save her.	No	At anchor off her port, waiting tide, when gale of wind and high sea from N.E. drove her into shoal water, where she slipped and ran for beach.	Yes; TYNE.
3 a.m.	Hazy	N.E. 7 sudden squall.	¼ flood	Dismasted; partial	nil 200*l.*	Sudden squall	No	Nothing but sudden squall; vessel was assisted into Bridlington.	Force of wind under 9.
4 p.m.	Rainy	N.N.E. 9	1 hour ebb	Stranded; got off	-	Stress of weather	No	- - - -	No.
3 a.m.	Rain	N.N.E. 9	¼ flood	Capsized; total	1 8*l.*	Heavy gale	No	First struck with a sea, and afterwards upset.	No.
8 a.m.	Thick	N.N.W. Moderate.	Low water	Stranded; got off	-	Thick weather	No	Hazy weather; vessel run aground.	Force of wind under 9.
2 a.m.	Fine	N.N.E. 2	Low water	Foundered; total	nil 225*l.*	Sprung a leak	No	The vessel was very old; supposed hoveing forward gave way, and only one pump, which was choked.	Ditto.
10	Thick fog	E.S.E. 2	¾ flood	Stranded; got off	nil 110*l.*	Fog	No	Binnacle compass being in bad order, card got wet and stuck to the glass.	Ditto.
10	Fog	E.S.E. 2	¾ flood	Stranded; got off	-	Following a brig; want of caution.	No	- - - -	Ditto.
Noon	Showers	W. 6	- - -	Capsized; total	nil 400*l.*	Capsized by squall	No	- - - - -	Ditto.
4 20 p.m.	Fine	S.S.W. 6	High water	Foundered; total	nil 400*l.*	Strong wind and heavy sea strained ship.	- - -	Not seaworthy	Ditto.
11 p.m.	Hazy	S.W. 2	½ flood	Stranded; got off	nil 700*l.*	Fog, and neglect of lead	No	Out of course through negligence and want of sobriety.	Ditto.
5 a.m.	Very hazy	S.S.W. 2	High water	Struck on rocks; total.	-	Hazy weather; want of caution.	No	Entering her port of destination; unacquainted with the harbour.	Ditto.
7 a.m.	Fine; clear	N.N.W. 5	¼ flood	Struck pier head; total.	1 30*l.*	Running for harbour	No	The tow rope to the tug steamer broke; vessel struck pier; canted seaward and sunk.	Ditto.
4 p.m.	Showery	N.N.E. 9	Too far from land to feel the tide.	Leaky and disabled; partial.	nil 10*l.*	Struck by heavy sea	Yes; ran back 160 miles to Grimsby. Had reached 100 miles E. on her voyage.	Was struck by a heavy sea.	No.
1 a.m.	Clear	N. 6	Low water	Dismasted; partial	-	Stress of weather; struck by heavy sea.	- - -	- - - - -	Force of wind under 9.
- -	Hazy	W. 3	¾ flood	Stranded; got off	-	Hazy weather; lead not hove.	No	None; but through carelessness of the master.	Ditto.
30 past noon.	Thick	E.S.E. 6	Flood tide	Stranded; total	nil 600*l.*	Driven on shore to leeward of third buoy, through a brig getting to windward and taking wind out of sails.	No	None - - - - -	Ditto.
- -	Boisterous	E. 8	½ ebb	Struck pier; total	nil 1,140*l.*	In running for the harbour for safety, gaff broke; tide carried vessel out; struck behind S. pier.	- - -	- - - - -	Ditto.

Wrecks and Casualties (otherwise than by Collision) on the North-East Coast of England,

NAME OF SHIP.	Port of Registry (if British).	Port Sailed from.	Date of Sailing.	Hour of Sailing.	Weather at Time of Sailing.	Wind at Time of Sailing.	Tide Stream at Time of Sailing.	Port Bound to.	Whether in Ballast or with Cargo.		Exact Spot where Casualty happened.	Date of Casualty.
									Ballast.	Cargo.		
1.	2.	3.	4.	5.	6.	7.	8.	9.	10.	11.	12.	13.
1856—*continued.*												
(71) Nymph - - Sloop—59—4. (Age unknown.)	Arbroath - -	London - -	- -	- -	- -	- -	- -	Arbroath -	- -	Lime -	Shields Harbour.	3 Oct.
(72) Thomas - - Brig—145—7. (28 years.)	Newcastle -	Brake - -	- -	Unknown	Unknown -	Unknown	Unknown -	Amble -	Ballast -	- -	N. pier of Warkworth Harbour.	6 Oct.
(73) William - - Sloop—23—2. (22 years.)	Stockton - -	Staithes - -	14 Oct. -	3 p.m.	- -	E. 5.	½ flood -	Hartlepool	Ballast -	- -	Rocks E of new pier, Hartlepool.	14 Oct.
(74) Brack - - - Snow—217—9. (32 years.)	Shields - -	Shields - -	- -	- -	- -	- -	- -	Hamburgh	- -	Coals -	Struck on sunken wreck near Burcam Reef.	25 Oct.
(75) Hendon - - Brig—203—8. (6 years.)	Sunderland -	London - -	24 Oct. -	12 p.m.	Fine 5 - -	E.N.E., fresh.	1 hour of ebb tide.	Sunderland	- -	General	Redcar Rocks -	31 Oct.
(76) Astrea - - Brig—85—8. (30 years.)	Whitby - -	London - -	2 Nov. -	- -	- -	- -	- -	Whitby -	- -	General	¼ mile S. of Filey coastguard station.	13 Nov.
(77) Liberty - - Brig—233—9. (70 years.)	Sunderland -	Sunderland -	13 Nov. -	3 p.m.	Fine - -	N.W., strong.	High water	Hamburgh	- -	Coals	60 miles S. E. by E. of Sunderland.	14 Nov.
(78) Cairngorm - - Schooner—95—5. (9 years.)	Dundee - -	Dundee - -	13 Nov. -	3 p.m.	Moderate -	N.N.W., 4.	Ebb - -	Seaham -	Ballast -	- -	1 mile S. of Seaton Carew.	14 Nov.
(79) Elizabeth - - Brig—74—4. (44 years.)	Sunderland -	Methill - -	- -	- -	- -	-	- -	London -	- -	Coals	2 miles S. of Scarborough.	14 Nov.
(80) Pekin - - - - Barque—504—17. (15 years.)	Newcastle -	Newcastle -	15 Nov. -	- -	Squally -	N.N.E.	Flood -	Carthagena	- -	Coke	Herd Sand -	15 Nov.
(81) Clyde - - - - Brig—158—7. (40 years.)	Sunderland -	Sunderland -	15 Nov. -	4 30 p.m.	Clear - -	N.E. 6.	High water	London -	- -	Coals	Behind the S. pier, Sunderland.	15 Nov.
(82) Robert and Mary Brig—207—8. (16 years.)	Sunderland -	Sunderland -	15 Nov. -	5 p.m.	Fine - -	N.E., strong breeze.	High water	London -	- -	Coals	Against S. pier, Sunderland.	15 Nov.
(83) Lybia - - - - Brigantine—111—5. (13 years.)	King's Lynn -	Seaham - -	17 Nov. -	7 30 a.m.	Hazy - -	W.S.W., light.	Flood -	Lynn -	- -	Coals	5 miles from Scarborough.	19 Nov.
(84) Brothers - - Brig—92—5. (Age unknown.)	Aberdeen -	Sunderland -	21 Nov. -	- -	Strong gale -	E. wind, with snow.	- -	Aberdeen -	- -	Coals	Herd Sand -	25 Nov.
(85) Nymph - - Schooner—87—6. (38 years.)	Teignmouth -	Southampton -	3 Nov. -	- -	- -	- -	- -	Sunderland	Ballast -	- -	Behind Sunderland south pier.	26 Nov.
(86) Elizabeth - - Brig—189—9. (2 years.)	Liverpool -	Riga - -	- -	- -	- -	- -	- -	Belfast -	- -	Timber	Off the Farn Islands.	26 Nov.
(87) Albion - - Brig—266—10. (30 years)	Newcastle -	Dundee - -	29 Nov -	- -	- -	- -	- -	Shields -	Ballast -	- -	Herd Sand -	1 Dec.
(88) Fire Fly - - S.S.—404—15. (2 years.)	London - -	London - -	29 Nov. -	2 a.m.	Not known -	Not known.	Ebb - -	Shields -	Ballas -	- -	2 miles S. S. E. of Sunderland; towed by 2 tugs towards Shields, but sunk in the Narrows off Shields.	2 Dec.
(89) Ivy - - - Brig—109—8. (19 years.)	Scarborough -	Scarborough -	4 Dec. -	11 a.m.	Very thick -	W.N.W.	½ ebb -	Newcastle	Ballast -	- -	Redcliff, 5 miles S. of Scarborough.	4 Dec.
(90) Earl of Leicester Brig—147—8. (17 years.)	London - -	London - -	28 Nov. -	2 p.m.	Light - -	W. by W.	Ebb - -	Hartlepool	Ballast -	- -	Steel Point, Flamborough Head.	4 Dec.
(91) Elizabeth and Mary. Schooner—65—4. (32 years.)	Yarmouth -	Yarmouth -	Unknown	Unknown	Unknown -	Unknown	Unknown -	Newcastle	- -	Wheat	3 miles S. of Seaham.	4 Dec.

between the Farn Islands and Flamborough Head, during the Five Years ending 1860—*continued.*

Hour of Casualty. 14.	Weather at Time of Casualty. 15.	Wind at Time of Casualty. 16.	Tide at Time of Casualty. 17.	Nature of Casualty, and whether occasioning Total Loss or only partial Damage. 18.	No. of Lives and estimated Value of Property Lost. 19.	Circumstances which caused the Casualty. 20.	Was the Vessel driven back; and, if so, how far had she reached Southward or Northward on her Voyage? 21.	State any Particulars that can throw Light on the Cause of the Casualty. 22.	Might the Casualty have been prevented or mitigated by the proposed Works at the Tyne, at Hartlepool, and at Filey? 23.
9 30 a.m.	Moderate	S.E. 7	-	Cargo heated; scuttled to save her; partial.	-	Cargo getting wet	No	-	Force of wind under 9.
1 a.m.	Dark	N.N.E. moderate.	¼ ebb	Stranded; total	nil 145 *l.*	Captain mistaking lights	-	Owing to captain improperly running for the harbour at night without pilot.	ditto.
10 p.m.	Hazy	S.S.E. 6	¼ ebb	Stranded; got off	-	Lost sight of lights; tide set vessel on shore.	No	Hazy weather, accompanied by heavy sea.	ditto.
8 a.m.	Hazy	S.S.E. 9	¼ ebb	Stranded; total	-	Lead not hove; ship out of her course.	No	-	No.
7 p.m.	Foggy	W. to S.W. 6.	1 hour ebb	Stranded; got off	-	Thick weather; mistaking furnace lights for lights at S. side of Tees.	No	Nothing else than thick weather causing the lights to be mistaken.	Force of wind under 9.
- -	Squally	E.N.E. 10	½ flood	Stranded; got off	nil 500 *l.*	Stress of weather. Brought up in Filey Bay for shelter; cables parted.	No	Want of an accessible harbour.	Yes; **FILEY.**
10 30 a.m.	Squally	E.N.E. 10	-	Leaky and dismasted; partial.	-	Shipping seas, &c., stress of weather.	No	Nothing but the squall	Yes; **FILEY.***
11 45 a.m.	Clear	E.N.E. 7	Low water	Stranded; got off	nil 400 *l.*	Driven from anchor in Hartlepool Roads.	No	Stormy weather	Force of wind under 9.
1 p.m.	Strong gale	N.N.E. 9	Flood	Stranded; total	nil 600 *l.*	Came ashore two miles S. of Scarborough, through loss of rudder head by violence of the gale.	-	Came ashore on the rocks two miles S. of Scarborough, and became a total wreck, and strewed about the coast.	No.
5	Gloomy	N. 5	-	Stranded; total	-	Going out, tow rope broke, sail not set.	-	-	Force of wind under 9.
5 p.m.	Clear	N.E. 6	High-water	Struck bar	-	Struck bar when being towed out; became leaky; tow rope slipped off steam tug's hook; and in trying to get back into the harbour without use of tug went on shore behind S. pier.	No	Nothing more than already stated.	ditto.
5 p.m.	Clear	N.E. 6	High-water	Stranded; got off	-	Squall when leaving port.	No	Struck pier, and in being turned to bring her back she went on the beach.	ditto.
12 20 p.m.	Hazy	W. moderate.	Ebb	Foundered; total	nil 800 *l.*	Leak commenced on leaving Seaham, and increased rapidly.	No	Iron vessel; rivet or plate supposed to have started.	ditto.
1 a.m.	Snow	N.N.E. 11	-	Stranded; got off	-	No pilot or tug to be got; stranded in heavy gale; stress of weather.	Yes. The owner thinks the vessel was as far as Fern Island.	State of weather entirely.	Yes; **TYNE.**
2 45 a.m.	Snow	W.S.W. 7	Last quarter ebb.	Stranded; got off	-	Tow rope broke when on the bar.	No	-	Force of wind under 9.
- -	Snow and hail	N. 9	-	Leaky; partial	-	Stress of weather; sprung a leak.	No; but driven out of her course.	-	No.
2 30 p.m.	Snow	W. 5	¾ flood	Struck; partial	-	Took the bar too far to south, and did not let out anchor in time to save her.	-	-	Force of wind under 9.
11 50	Fog	N.W. 7	Low-water	Stranded; got off	-	Took the ground in a fog; no lead going.	Not driven back	The coast being covered with snow, &c. concealing land, though clear to seaward, caused her to get aground.	ditto.
11 a.m.	Very thick	W.N.W. 4	Ebb	Stranded; got off	nil 1,000 *l.*	Waiting off and on to put pilot on shore.	No	-	ditto.
11 a.m.	Very thick	W. 2	Ebb; 1 hour's flood in stream.	Stranded; got off	-	Keeping too close to shore in a fog.	No	Thick weather, and flood setting her in.	ditto.
10	Hazy	W. 3	¾ ebb	Stranded; got off	-	Gale; no lead hove; hazy weather.	No	None; but through the carelessness of the master in steering.	ditto.

* *See* Foot-note, page 51.

Wrecks and Casualties (otherwise than by Collision) on the North-east Coast of England,

NAME of SHIP. 1.	Port of Register (if British). 2.	Port Sailed from. 3.	Date of Sailing. 4.	Hour of Sailing. 5.	Weather at Time of Sailing. 6.	Wind at Time of Sailing. 7.	Tide Stream at Time of Sailing. 8.	Port Bound to. 9.	Whether in Ballast or with Cargo. Ballast. 10.	Cargo. 11.	Exact Spot where Casualty happened. 12.	Date of Casualty. 13.
1856—*continued.*												
(92) Favourite - Schooner—134—6. (38 years.)	London	London	-	-	Fog	-	-	Seaham	Ballast	-	4 miles S. of Seaham harbour.	5 Dec.
(93) Nancy - Sloop—37—3. (42 years.)	Scarborough	Scarborough	5 Dec.	11 a.m.	-	W.S.W. 5.	High water	Hartlepool	Ballast	-	Rocks off Redcar.	5 Dec
(94) Augustine - Schooner—115—5. (Age unknown.)	Libourne	Dunkirk	-	-	-	-	-	Hartlepool	Ballast	-	Rocks off Redcar.	5 Dec.
(95) Comely - Schooner—105—5. (Age unknown.)	Inverkeithing	Rotterdam	27 Nov.	-	Snowy	S.E. 10	-	Grangemouth	-	Loaded	Rocks; Newbiggen Point.	5 Dec.
(96) J. and A. Gorving. Schooner—123—6. (10 years.)	Shields	Maldon	18 Nov.	-	-	-	-	Shields	Ballast	-	West Noke, Flamborough Head.	5 Dec.
(97) Betsey - Schooner—84—4. (Age unknown.)	Yarmouth	Yarmouth	5 Dec.	Unknown	Unknown	Unknown	Unknown	Middlesborough.	Ballast	-	Rocks off Redcar.	7 Dec.
(98) Mary Anne - Sloop—44—4. (28 years.)	Woodbridge	Woodbridge	5 Dec.	10 a.m.	Foggy	S. 7	Running S.W.	Hartlepool	Ballast	-	Off Redcar	9 Dec.
(99) Earl Talbot - Brig—176—7. (16 years.)	Shields	London	8 Dec.	-	-	-	-	Shields	Ballast	-	Rocks by Spanish Battery, mouth of the Tyne.	10 Dec.
(100) Ariel - Barque—302—12. (2 years.)	Sunderland	Sunderland	13 Dec.	3 25 p.m.	Dull	N. Strong. 7.	High water	Bordeaux	-	Coals	Sunderland Bar.	13 Dec.
(101) Galatea - Brig—163—8. (6 years.)	Dartmouth	Rotterdam	-	-	-	-	-	Newcastle	Ballast	-	Herd Sand, Tyne.	23 Dec.
(102) Fanny Huntley Brig—222—9. (5 years.)	London	Hull	19 Dec.	Noon	Moderate	W.S.W. 3.	Ebb	Middlesborough.	Ballast	-	190 yards N. of E. Pier, Whitby Harbour.	25 Dec.
(103) Osprey - Steamer—383—24. (1 year.)	Hartlepool	Hamburgh	21 Dec.	8 a.m.	Fresh breeze	W. N.W. 6.	Flood	Hartlepool	-	General	Hartlepool Harbour.	25 Dec.
(104) Major - Schooner—82—6. (8 years.)	Grangemouth	Sunderland	22 Dec.	6 15 p.m.	Snow gale	W.N.W. 10.	Flood	Dundee	-	Coals	20 miles S. by W. of Stockton.	26 Dec.
(105) Flying Dutchman Brig—166—8. (Age unknown.)	Dundee	Shields	25 Dec.	-	Stormy	N.W. 4	Ebb	Dundee	-	Coals	Close to the Big Farn Island.	26 Dec.
(106) Banff - Schooner—94—5 (57 years.)	Harwich	London	21 Dec.	3 a.m.	Fine	S.W.; moderate.	1 knot	Sunderland	Ballast	-	Coatham, near Redcar.	27 Dec.
1857.												1857.
(107) Blossom - Schooner—51—4. (15 years.)	Perth	Shields	2 Jan.	9 a.m.	Stormy	W.S.W.; fresh. 5.	2½ to 3 knots	Perth	-	Coals	7 miles E. of Sunderland Point.	2 Jan.
(108) Emulous - Brig—179—7. (39 years.)	Whitby	W. Hartlepool	2 Jan.	8a.m.	Fine; moderate	W. by S.	-	London	-	Coals	Tees	4 Jan.
(109) Duke - Brig—134—6. (15 years.)	Lynn	Seaham	2 Jan.	-	Fine	W.S.W.	-	Lynn	-	Coals	Middleton Sand, Hartlepool.	4 Jan.
(110) Enterprise - Schooner—106—7. (Age unknown.)	Lynn	Newcastle	-	-	-	-	-	Lynn	-	Coals	Newbiggin	4 Jan.
(111) William IV. - Schooner—62—3. (26 years.)	Clay	London	2 Jan.	7 a.m.	-	-	-	Shields	Ballast	-	1 mile S. of Filey.	4 Jan.
(112) Union - Brig—122—8. (57 years.)	Weymouth	Weymouth	31 Dec.	4 p.m.	Fine. 5	N.W.	Southerly	Hartlepool	Ballast	-	Middleton Sand, Hartlepool.	4 Jan.
(113) Chance - Brig—134—7. (15 years.)	Whitstable	Whitstable	2 Jan.	-	Fine	S. & W.	Not in offing at time.	Hartlepool	Ballast	-	¼ mile S. of Seaton Carew.	4 Jan.
(114) Medora - Brig—201—7. (10 years.)	Whitby	London	1 Jan.	5 a.m.	Not known	-	-	Whitby	Ballast	-	1½ mile N.W. of Whitby.	4 Jan.
(115) Port Glasgow - Schooner—85—5. (25 years.)	Whitby	London	-	-	Fine	S.W.; moderate.	Unknown	Whitby	Ballast	-	Lough Dale, Whitby.	4 Jan.
(116) Zephyrus - Brig—211—8. (1 year.)	Whitby	London	1 Jan.	-	Fine	W. to S.; moderate.	Neap tide	Whitby	Ballast	-	Hartlepool, W. Dock.	4 Jan.
(117) Stanley - Brig—208—8. (14 years.)	Whitby	London	1 Jan.	-	-	Not known.	-	Hartlepool	Ballast	-	Middleton Sand, Hartlepool.	4 Jan.

between the Farn Islands and Flamborough Head, during the Five Years ending 1860—*continued*.

Hour of Casualty. 14.	Weather at Time of Casualty. 15.	Wind at time of Casualty. 16.	Tide at Time of Casualty. 17.	Nature of Casualty, and whether occasioning, Total Loss or only partial Damage. 18.	No. of Lives and estimated Value of Property lost. 19.	Circumstances which caused the Casualty. 20.	Was the Vessel driven back; and, if so, how far had she reached Southward or Northward on her Voyage? 21.	State any Particulars that can throw Light on the Cause of the Casualty. 22.	Might the Casualty have been prevented or mitigated by the proposed Works at the Tyne, at Hartlepool, and at Filey? 23.
12 30 noon	Hazy	W.S.W. 5.	Last quarter, ebb.	Stranded; got off	nil 150 *l.*	Mistaking a light of lime-kiln at Castle Eden Dean for Hartlepool Lights.	-	Mistaking light of lime-kiln for Hartlepool lights.	Force of wind under 9.
6 30 p.m.	Thick	W.S.W. 6.	¾ flood	Stranded; got off	nil 200 *l.*	Too close to shore; fog; lead not hove. Struck on rocks.	No	Solely owing to the fog	Ditto.
6 30 p.m.	Thick	W.S.W. 6.	¾ flood	Stranded; total	nil 400 *l.*	Fog; no lead hove; struck on rocks.	-	-	Ditto.
11 p.m.	Hazy	W.S.W. 5.	Unknown	Stranded; got off	–	Fog; no lead hove	No	Thick weather	Ditto.
6 p.m.	Thick	S. by W. 6.	2 hours' flood	Struck; seriously damaged.	–	Thick weather; too close to shore; no lead going.	-	-	Ditto.
2 a.m.	Thick	W.S.W. 7.	¼ ebb	Stranded; got off	–	Got too near to rocks, staying her; when she wore, she went on to rocks.	No	In consequence of missing stays.	Ditto.
10 30 p.m.	Hazy	S.W. 10	¾ flood	Stranded on rocks; total.	nil 250 *l.*	Sprung a leak and became unmanageable; got on rocks.	No	Weather being hazy, Seaton Carew Lights not visible.	No.
12 15 a.m.	Clear	S.W. 7	¾ flood	Struck on rocks; got off.	nil 400 *l.*	Steam tug threw off tow rope too soon; vessel not having enough sail, got ashore.	No	Entering her port of destination, strong wind drove the vessel to leeward, and steam tug letting go rope.	Force of wind under 9.
3 25 p.m.	Dull	N. 6	High water	Stranded; got off	nil 500 *l.*	Reef of seas while crossing the bar caused her to strike.	No	Wreck entirely owing to a reef of seas while crossing the bar.	Ditto.
4 p.m.	Hazy	W.N.W. 8.	½ ebb	Stranded; got off	–	Tow rope broke	No	-	Ditto.
3 30 p.m.	Snow squall	E. 12	High water	Struck pier; partial	nil 900 *l.*	Slightly struck on a bar, and loosing steerage way ran against S.E. pier.	No	Entrance to Whitby harbour not being of sufficient width.	No.
3 p.m.	Strong gale	N.E. 9	½ flood	Foundered; recovered.	–	Struck the ground, and was thrown against the N. pier; took bar too soon.	No	Gale from E.N.E., and vessel obliged to run for the harbour before sufficient water on the bar, struck the ground and sunk, but recovered and repaired.	Yes; **HARTLEPOOL.**
6 15 p.m.	Snow storm	N.E. 11	Unknown	Leaky; partial	–	Heavy sea strained ship, caused her to leak, &c.	Yes. Driven from Berwick to Bridlington.	Shipping a heavy sea off Sunderland which shifted the cargo.	Yes; **HARTLEPOOL.**
Unknown	Snow	N.E. 12	Flood	Foundered; total	8 790 *l.*	Bad weather; rode down at her anchor off N. Sunderland.	Yes; as far as Berwick North.	Ship making water, and no place of safety within reach.	No.
7 a.m.	Hazy	N.E. 12	Flood; 1 knot setting N.	Stranded; got off	–	Dismasted by stress of weather; abandoned by crew off Sunderland.	No	Carrying a press of canvass to keep off a lee shore. Had reached N. to Hartlepool, when she was dismasted and abandoned.	No.
6 p.m.	Hazy	W.N.W. 6.	Last ¼ flood	Foundered; total	nil 400 *l.*	Heavy sea. Sprung a leak, and went down immediately.	No	-	Force of wind under 9.
10 30 a.m.	Sleet	E.N.E. 11	¼ ebb	Stranded; got off	nil 400 *l.*	Sprung a leak in gale; run her on sand for safety.	Yes. Driven from S. Cheek of Robin Hood's Bay to Tees.	Want of an accessible harbour.	No.
8 p.m.	Hail	E.N.E. 10	½ flood	Stranded	1	Stress of weather; lost sails, &c., and drifted on beach.	-	-	No.
1 p.m.	Sleet	E. 10	Low water	Stranded; total	7	Drifted; struck and went to pieces.	-	-	No.
10 30 a.m.	Thick rain	E. by N. 12.	High water	Stranded; got off	–	Drove from anchors in Filey Bay.	-	-	Yes; **FILEY.**
9 p.m.	Snow	E. 10	4 hours' flood	Stranded; got off	–	Struck the reef in making harbour, and drifted on sand.	No	Could not run vessel; insufficiency of water; let go anchor; chain parted; went on sands.	Yes; **FILEY.**
9 30 a.m.	Hail	E. by N. 10.	½ flood	Stranded; total	nil 600 *l.*	Thrown on beam ends, and drifted ashore.	No	In running vessel for port ballast shifted.	No.
9 30 a.m.	Snow	E. by S. 11.	1 hour before high water.	Stranded; got off	nil 600 *l.*	Ran ashore to save life; could not keep off land.	No	Off Whitby early in morning; could not get northerly nor take harbour.	Yes; **FILEY.**
2 p.m.	Thick	E. 11.	4 hours' ebb	Stranded; got off	nil 300 *l.*	Violent gale; could not keep off.	No	Brought up in Whitby Roads; cut away mast; broke chains and drove to Lythdale, 3 miles.	Yes; **FILEY.**
7 p.m.	Snow	E.N.E. 10	2 hours' flood	Struck pier; partial	nil 2,100 *l.*	Running for shelter, struck pier, stove bows and foundered.	Driven past Whitby by weather bound, reached Hartlepool N.	Shallow water and breakers in Tees Bay deprived vessel of steerage and drove her against pier.	Yes; **HARTLEPOOL.**
6 a.m.	Sleet	E.N.E. 10	5 hours' flood	Stranded; got off	–	Running for shelter; disabled by sea; struck pier and drove on sands.	No	Trying to take harbour at Hartlepool struck by heavy sea.	Yes; **HARTLEPOOL.**

Wrecks and Casualties (otherwise than by Collision) on the North-East Coast of England,

NAME OF SHIP.	Port of Registry (if British).	Port Sailed from.	Date of Sailing.	Hour of Sailing.	Weather at Time of Sailing.	Wind at Time of Sailing.	Tide Stream at Time of Sailing.	Port Bound to.	Whether in Ballast or with Cargo.		Exact Spot where Casualty happened.	Date of Casualty.
									Ballast.	Cargo.		
1.	2.	3.	4.	5.	6.	7.	8.	9.	10.	11.	12.	13.
1857—*continued.*												
(118) Amelia - - Brig—237—10. (Age unknown.)	Whitby - -	Hartlepool -	- -	- -	- -	- -	- -	London -	- -	Coals	Entrance of Brunswick Bay.	4 Jan.
(119) Peter and Mary Schooner—78—4. (Age unknown.)	Whitby - -	Shields - -	- -	- -	Not known		- -	London -	- -	Coals	Ditto - -	4 Jan.
(120) Queen Dowager Schooner—120—6. (14 years.)	Whitby - -	Gravesend -	- -	- -	Not known		- -	Hartlepool -	Ballast	- -	Robin Hood's Bay.	4 Jan.
(121) Mary and Ann - Schooner—10—4. (20 years.)	Whitby - -	Shields - -	- -	Not known	- -		Neap tide	Woolwich -	- -	Coals	Ditto - -	4 Jan.
(122) Northumberland Brig—196—8. (12 years.)	Whitby - -	London - -	1 Jan.	- -	-	Not known -	- -	Sunderland -	Ballast	- -	Scarborough Sands	4 Jan.
(123) Atlantic - - Brig—213—8. (18 years.)	Shields - -	London - -	- -	- -	- -	- -	- -	Shields -	Ballast	- -	Off Flamborough Head.	4 Jan.
(124) Thompson - Brig—190—7. (Age unknown.)	Whitby - -	London - -	2 Jan.	- -	- -	Not known	- -	Shields -	Ballast	- -	Scarborough Sands, near W. Pier.	4 Jan.
(125) Harmonie - - Barque—210—13. (14 years.)	- - -	Liverpool -	27 Dec.	11 a.m.	- -	N., moderate.	- -	Shields -	- -	Salt	2 miles N. of Bamborough Castle.	4 Jan.
(126) Ratcliffe - - Barque—288—9. (49 years.)	Whitby - -	Hartlepool -	2 Jan.	8 p.m.	- -	W.	Not known	London -	- -	Coals	Filey Beach -	4 Jan.
(127) Mary and Jane - Schooner—118—7. (12 years.)	Teignmouth -	Teignmouth -	1 Jan.	- -	Fine - -	W.S.W., 4.	4 hours' flood.	Shields -	Ballast	- -	1½ mile S. of Whitby.	4 Jan.
(128) Ann - - - Brig—146—7. (8 years.)	Torquay - -	Torquay - -	1 Jan.	11 a.m.	- -	S.W.	High water	Hartlepool -	Ballast	- -	Beach, near Redcar.	4 Jan.
(129) Rienzi - - Brig—188—7. (Age unknown.)	Sunderland -	London - -	2 Jan.	8 or 9 a.m.	Unknown	Unknown	High water	Sunderland -	Ballast	- -	Abreast of Hendon Mill.	4 Jan.
(130) Emily - - Brig—204—8. (7 years.)	Sunderland -	London - -	2 Jan.	- -	Unknown	Unknown	- -	Sunderland -	Ballast	- -	Hawthorne Dean, near Seaham.	4 Jan.
(131) Empress - - Brig—287—10. (16 years.)	Sunderland -	London - -	2 Jan.	- -	Unknown	Moderate S.W.	½ ebb -	Sunderland -	Ballast	- -	Long Scar Rocks.	4 Jan.
(132) Lady Aberdeen Brig—198—6. (45 years.)	Sunderland -	London - -	2 Jan.	8 30 a.m.	- -	S. to S.W.	High water	Sunderland -	Ballast	- -	Hartlepool Outer Basin.	4 Jan.
(133) One - - - Brig—211—9. (7 years.)	Sunderland -	Colchester -	2 Jan.	10 a.m.	Fine -	W.N.W.	4 hours' flood.	Sunderland -	Ballast	- -	Ryhope Deans	4 Jan.
(134) Gulturus - - Brig—333—11. (9 years.)	Sunderland -	Hull - -	2 Jan.	10 a.m.	Moderate -	S.	Unknown	Shields -	Ballast	- -	Rocks near Amble Pier.	4 Jan.
(135) Jane - - - Brig—171—7. (13 years.)	Sunderland -	Rochester -	1 Jan.	1 a.m.	Moderate -	S.W.	½ ebb -	Sunderland -	Ballast	- -	Marske Beach	4 Jan.
(136) Honor - - Brig—154—7. (53 years.)	Blyth - -	Boulogne -	1 Jan.	11 p.m.	Strong breeze	W.	Flood -	Blyth - -	Ballast	- -	1½ miles, Hartlepool Heugh.	4 Jan.
(137) John Baker - Brig—123—7. (40 years.)	Blyth - -	Calais - -	1 Jan.	Morning tide.	Fine -	S.W.	Flood -	Blyth - -	Ballast	- -	Off Hartlepool	4 Jan.
(138) James Bales - Brig—229—9. (17 years.)	Shields - -	Shields - -	2 Jan.	Noon	Fine -	W. by N.	High water	Carthagena -	- -	Coke	Behind Sunderland Pier.	4 Jan.
(139) Happy Return - Smack—23—5. (Age unknown.)	Scarborough -	Fishing Ground	3 Jan.	Morning	- -	S.S.E., 10.	High water	Scarborough	Ballast	- -	1 mile S. of Scarborough.	4 Jan.
(140) Eurus - - Brig—272—11. (22 years.)	South Shields -	London - -	2 Jan.	4 p.m.	Unknown	Unknown	- -	Shields -	- -	Coals	Scarborough Sands, near W. Pier.	4 Jan.
(141) Wilsons - - Brig—227—9. (20 years.)	Shields - -	Shields - -	2 Jan.	7 a.m.	Unknown	Unknown	- -	London -	- -	Coals	Scarborough Sand, W. Pier.	4 Jan.
(142) Nymph - - Brig—220—8. (Age unknown.)	Shields - -	London - -	Unknown	Unknown	- -	- -	- -	Shields -	Ballast	- -	Middleton Sands.	4 Jan.
(143) Epsilon - - Brig—210—8. (Age unknown.)	Blyth - -	Shields - -	2 Jan.	10 p.m.	- -	S., light	Flood -	France -	- -	Coals	1 mile S. of Dunstanborough Castle.	4. Jan.
(144) Wards - - Brig—188—8. (10 years.)	Blyth - -	Havre - -	25 Dec.	1 p.m.	- -	S.W., 5	Flood -	Blyth - -	Ballast	- -	Budle Sands, near Bamborough.	4 Jan.
(145) Era - - - Brig—192—9. (16 years.)	Rochester -	Rochester -	2 Jan.	7 30	Stormy -	Gale, 10	Ebb - -	Sunderland -	Ballast	- -	Castle Eden -	4 Jan.
(146) Don Quixote - Brig—209—9. (15 years.)	Bremen - -	Bremen - -	- -	- -	- -	- -	- -	Sunderland -	Ballast	- -	¼ mile S. of Seaham Harbour.	4 Jan.

between the Farn Islands and Flamborough Head, during the Five Years ending 1860—*continued.*

Hour of Casualty. 14.	Weather at Time of Casualty. 15.	Wind at Time of Casualty. 16.	Tide at Time of Casualty. 17.	Nature of Casualty, and whether occasioning Total Loss or only partial Damage 18.	No. of Lives and estimated Value of Property lost. 19.	Circumstances which caused the Casualty. 20.	Was the Vessel driven back; and, if so, how far had she reached Southward or Northward on her Voyage? 21.	State any Particulars that can throw Light on the Cause of the Casualty. 22.	Might the Casualty have been prevented or mitigated by the proposed Works at the Tyne, at Hartlepool, and at Filey? 23.
2.30 p.m.	Snow - -	E.N.E. 11	½ ebb - -	Foundered; total -	10	Violent gale - -	Yes; and seen off Whitby about 2 hours before loss.	Violent gale and want of accessible harbour.	No.
11 a.m.	Snow - -	E.N.E. 11	½ ebb -	Foundered; total -	4 600 *l.*	Violent gale - -	Yes; how far not known.	Want of accessible harbour.	No.
5.15 p.m.	Squally - -	E.N.E. 9	Low water -	Foundered; total -	nil 1,250 *l.*	Stress of weather -	No - - -	Want of an accessible harbour.	Yes; FILEY.
Before daylight.	Squally - -	E.N.E. 9	½ ebb - -	Foundered; total -	4 600 *l.*	Violent gale - -	No - - -	Want of an accessible harbour at Whitby.	No.
10 a.m.	Squally - -	E. 10	Last quarter flood.	Stranded; got off -	-	Stress of weather; sails split, &c.	No - - -	Violent gale dead on shore.	Yes; FILEY.
7.30 a.m.	Hazy - -	E. 9	- - -	Stranded; got off -	-	Stress of weather -	No - - -	Gale split sails, rendered vessel unmanageable.	Yes; FILEY.
9 a.m.	Heavy Squall -	E. 10	Last quarter flood.	Stranded; got off -	-	Lost sails, &c.; hove cable on pier, which broke, and ship fell away.	No - - -	Violent gale dead on shore, and want of harbour of refuge.	Yes; FILEY.
1 p.m.	Snow - -	E. 9.	½ ebb - -	Stranded; total -	1 2,500 *l.*	Parted anchors; drove ashore.	- - -	- - - - -	No.
12.30 p.m.	Thick rain -	E. by N. 12.	½ ebb - -	Stranded; total -	nil 1,800 *l.*	Gale; could not make Flamborough Head; ran ashore to save life.	No - - -	Want of accessible harbour.	Yes; FILEY.
Noon	Thick - -	E.N.E. 11	2 hours' ebb	Stranded; total -	nil 700 *l.*	Heavy gale and sea on lee-shore.	No - - -	- - - - -	Yes; FILEY.
4 p.m.	Sleet - -	E.N.E. 11	High water, 5 p.m.	Stranded; got off -	-	Stress of weather; ballast shifted.	No - - -	- - - - -	No.
7.45 a.m.	Bad - -	E.N.E. 10.	High water -	Stranded; got off -	-	Stress of weather; ballast shifted.	No - - -	Struck by heavy sea -	Yes; HARTLEPOOL.
9 a.m.	Foul - -	E.N.E. 12	High water -	Stranded; total -	-	Stress of weather; drove on rocks.	Yes; 8 miles -	Ballast shifted and threw her on broadside.	Yes; HARTLEPOOL.
2 p.m.	Squally - -	E.N.E. 10	½ ebb - -	Stranded; total -	6 1,300 *l.*	Dismasted in gale; drove ashore.	No - - -	Nothing known; master drowned.	Yes; FILEY.
8.35 a.m.	Sleet - -	E.N.E. 10	½ flood -	Foundered; total -	-	Running into Hartlepool disabled; struck on stones.	No - - -	Foundation of new pier under water, and nothing to denote same.	Yes; HARTLEPOOL.
7.30 p.m.	Thick - -	E. 10	¼ flood -	Stranded; got off -	nil 400 *l.*	Stress of weather; canted ballast.	No - - -	Gale of wind and heavy sea; could not make Sunderland Harbour.	Yes; HARTLEPOOL.
7.30 p.m.	Sleet - -	E.S.E. 11	- - -	Stranded; got off -	nil 3,000 *l.*	Stress of weather -	No; but driven past her port; and wrecked at Amble.	Driven on lee-shore -	Yes; TYNE.
1 p.m.	Gale - -	E.N.E. 11	¼ ebb - -	Stranded; total -	nil 1,000 *l.*	Stress of weather split sails; could not command vessel.	No - - -	Force of the gale only	Yes; FILEY.
0.58 p.m.	Sleet - -	E.N.E. 10	2 hours' ebb	Foundered; total -	7 1,000 *l.*	Thrown by sea on beam ends; seen to go down with all hands.	o - -	Severe gale; heavy sea	Yes; FILEY.
12 noon	Sleet - -	E. by N. 10	Ebb - -	Foundered; total -	7 900 *l.*	Unknown; supposed to have sunk off Hartlepool.	No - - -	- - ditto - - -	Yes; FILEY.
11 p.m.	Stormy - -	E.N.E. 11.	1 hour ebb -	Stranded; got off -	nil 1,200 *l.*	Struck pier while making harbour.	Yes; S. of Hartlepool; could not keep off land.	Unmanageable in broken water on bar; drove against pier.	Yes; HARTLEPOOL.
2 p.m.	Snow squall -	E. 11	½ ebb - -	Stranded; total -	nil 100 *l.*	Stress of weather; sails split, &c.	Yes; driven by weather from fishing ground, and stranded 1 mile S. of Scarborough.	Stormy weather - -	Yes; FILEY.
12.30 p.m.	Snow - -	E. 10	¼ ebb - -	Stranded; total -	4	Standard of wheel broke in trying to make Scarborough.	No - - -	- - - - -	Yes; FILEY.
Noon	Snow squall -	E. 10	¼ ebb - -	Stranded; total -	1 120 *l.*	Stress of weather; running for harbour, drove on sand.	Yes; a little way beyond Flamborough Head.	Made for shore to save life.	Yes; FILEY.
2.30. p.m.	Sleet - -	E. 10	- - -	Stranded; total -	-	Stress of weather; lost steerage way.	- - -	- - - - -	Yes; FILEY.
10 a.m.	Thick - -	E. 9.	¼ ebb - -	Foundered; total -	8 1,400 *l.*	Seen to capsize in violent gale.	Yes; not known how far.	Severe gale and heavy sea.	No.
9 p.m.	Snow - -	E. by N. 10	High water -	Stranded; got off -	nil 500 *l.*	Heavy sea; parted anchors	No - - -	Severe gale and heavy sea.	No.
1 p.m.	Snow - -	E. by N. 10	Flowing -	Stranded; total -	1	Stress of weather; driven from anchors.	No - - -	Violence of the storm -	Yes; FILEY.
9 a.m.	Snow - -	E. 10	High water -	Stranded; total -	nil 1,300 *l.*	Stress of weather; split sails; ran for the shore.	- - -	- - - - -	Yes; HARTLEPOOL.

Wrecks and Casualties (otherwise than by Collision) on the North-East Coast of England

NAME OF SHIP. 1.	Port of Registry (if British). 2.	Port Sailed from. 3.	Date of Sailing. 4.	Hour of Sailing. 5.	Weather at Time of Sailing. 6.	Wind at Time of Sailing. 7.	Tide Stream at Time of Sailing. 8.	Port Bound to. 9.	Whether in Ballast or with Cargo. Ballast. 10.	Whether in Ballast or with Cargo. Cargo. 11.	Exact Spot where Casualty happened. 12.	Date of Casualty 13.
1857—*continued.*												
(147) Lively - - Schooner—72—5. (20 years.)	Guernsey -	London - -	1 Jan.	- -	- -	- -	- -	Shields -	Ballast -	- -	Near Whitby -	4 Jan.
(148) Gretina - - Schooner—70—4. (Age unknown.)	Foreign - -	Dysart - -	2 Jan.	- -	- -	- -	- -	Bremen -	- -	Coals -	Blyth Sands -	4 Jan.
(149) Jubilee - - Brig—111—6. (12 years.)	Guernsey -	Portsmouth -	31 Dec.	- -	- -	W.S.W., fresh.	- -	Newcastle -	Ballast -	- -	Seaton Carew -	4 Jan.
(150) Trois Sœurs - Schooner—79—6. (4 years.)	Cherbourg -	Cherbourg -	-	- -	- -	- -	- -	Coal Port -	Ballast -	- -	Behind Scarborough Pier.	4 Jan.
(151) Unknown - - Schooner—100—6. (Age unknown.)	- - -	- - -	-	- -	- -	- -	- -	- -	- -	- -	Near the Long Scar Buoy.	4 Jan.
(152) Sophia - - Brig—204—12. (Age unknown.)	Oporto - -	Newcastle -	3 Jan.	3 a.m.	- -	- -	- -	Oporto -	- -	Coals -	Hudson Scar Amble.	4 Jan.
(153) George - - Schooner—116—6. (7 years.)	Colchester -	Colchester -	1 Jan.	Noon -	Fine -	S.W., moderate.	Ebb - -	Seaham -	Ballast -	- -	Robin Hood's Bay.	4 Jan.
(154) Mary - - Schooner—231—7. (15 years.)	Colchester -	Colchester -	1 Jan.	Unknown	Fair - -	S.W., moderate.	Ebb - -	Sunderland -	Ballast -	- -	1½ mile N. of Hartlepool Light.	4 Jan.
(155) Native - - Schooner—85—5. (24 years.)	Exeter - -	Exeter - -	31 Dec.	Unknown	Unknown -	E. 10	Unknown -	Hartlepool -	Ballast -	- -	Middleton Sands, Hartlepool.	4 Jan.
(156) Reform - - Schooner—90—5. (Age unknown.)	Exeter - -	Swansea - -	24 Dec.	5 p.m.	Clear -	N.W. 5	Full tide -	Newcastle -	- -	Iron -	½ mile from Cullercoats Pier.	4 Jan.
(157) Aurora - - Sloop—51—4. (3 years.)	Goole - -	Grimsby - -	-	- -	- -	- -	- -	Newcastle -	- -	Linseed	Souter Point -	4 Jan.
(158) Will. Alexander Brig—191—7. (20 years.)	Hartlepool -	Hartlepool -	2 Jan.	8 p.m.	Strong breeze	N. 6.	Flood - -	London -	- -	Coals -	Tees Mouth -	4 Jan.
(159) William Pitt - Brig—224—7. (15 years.)	Hartlepool -	London - -	2 Jan.	Unknown	- -	W.N.W.	Flood - -	Hartlepool -	Ballast -	- -	½ mile from Whitby.	4 Jan.
(160) Joven Dolores - Bark—214—9. (8 years.)	Melbourne -	London - -	26 Dec.	- -	Thick -	W. 5	Flood strong	Middlesborough	Ballast -	- -	200 yards W. of Hartlepool Pier.	4 Jan.
(161) Agnes - - Brig—198—8. (Age unknown.)	Lynn - -	London - -	2 Jan.	9 a.m.	Fresh -	S.	½ flood -	Hartlepool -	Ballast -	- -	Middleton Sands	4 Jan.
(162) Jason - - Brig—164—6. (38 years.)	Lynn - -	Lynn - -	19 Dec.	Noon -	Bad - -	S.E.	Near high water.	Hartlepool -	Ballast -	- -	3 miles S. of Farn Islands.	4 Jan.
(163) Pandora - - Schooner—82—6. (11 years.)	Margate - -	Margate - -	2 Jan.	3 p.m.	Fine - -	W.S.W. 5	Unknown -	Hartlepool -	Ballast -	- -	W. Dock, Hartlepool.	4 Jan.
(164) Perseverance - Brig—299—11. (Age unknown.)	Newcastle -	Newcastle -	-	- -	- -	- -	- -	Copenhagen	- -	Coals -	Kilnsea Beach	4 Jan.
(165) Hibbert - - Brig—231—9. (14 years.)	Newcastle -	London - -	1 Jan.	- -	- -	- -	- -	Newcastle -	Ballast -	- -	¼ mile N. of Seaton Carew.	4 Jan.
(166) Eclipse - - Schooner—66—4. (40 years.)	Ipswich - -	Ipswich - -	1 Jan.	- -	Thick -	E. 10	Unknown -	Seaham -	Ballast -	- -	Hawthorn Hive, Sunderland.	4 Jan.
(167) Dalkeith - - Schooner—87—5. (Age unknown.)	Inverness -	Sunderland -	3 Jan.	9 a.m.	Moderate -	S.S.E. 12	½ ebb - -	Inverness -	- -	Coals -	Farn Islands -	4 Jan.
(168) Duke - - Brig—134—6. (15 years.)	Lynn - -	Seaham - -	-	- -	- -	- -	- -	Lynn - -	- -	Coals -	Middleton Sands	4 Jan.
(169) Abeona - - Brig—159—6. (44 years.)	London - -	London - -	2 Jan.	- -	- -	- -	- -	Hartlepool -	Ballast -	- -	Sandsend, Whitby.	4 Jan.
(170) George IV. - Brig—245—9. (40 years.)	London - -	London - -	1 Jan.	- -	Fresh -	S.	High water -	Shields -	Ballast -	- -	West Dock, Hartlepool.	4 Jan.
(171) Georgiana - - Schooner—80—4. (2 years.)	Inverness -	Inverness -	30 Dec.	- -	Showery -	W. strong	High water -	London -	- -	Potatoes	Near Amble Pier.	4 Jan.
(172) Emma - - Barque—280—9. (7 years.)	N. Shields -	Shields - -	2 Jan.	10 a.m.	Moderate -	N.	Flood, 6 hours' ebb.	Foreign -	- -	Coals -	Redcar Rocks	5 Jan.

between the Farn Islands and Flamborough Head, during the Five Years ending 1860—*continued.*

Hour of Casualty. 14.	Weather at Time of Casualty. 15.	Wind at Time of Casualty. 16.	Tide at Time of Casualty. 17.	Nature of Casualty, and whether occasioning Total Loss or only partial Damage. 18.	No. of Lives, and estimated Value of Property lost. 19.	Circumstances which caused the Casualty. 20.	Was the Vessel driven back; and, if so, how far had she reached Southward or Northward on her Voyage? 21.	State any Particulars that can throw Light on the Cause of the Casualty. 22.	Might the Casualty have been prevented or mitigated by the proposed Works at the Tyne, at Hartlepool, and at Filey? 23.
3 p.m.	Squally	E.N.E. 11	Low water	Stranded; partial	nil 300 *l.*	Disabled by bad weather and collision; drifted ashore.	-	-	Yes; **FILEY.**
6 p.m.	Snow	E. 10	-	Stranded; got off	-	Gale dead in shore	-	-	No.
5 p.m.	Thick	E.N.E. 10	½ flood	Stranded; total	nil 300 *l.*	Disabled; heavy sea; unmanageable.	-	-	Yes; **FILEY.**
30 p.m.	Stormy	E.N.E. 11	-	Stranded; got off	nil 350 *l.*	Running for harbour, struck pier.	-	-	Yes; **FILEY.**
24 a.m.	Sleet	E. 10	-	Foundered; total	6	Struck by sea. Was seen to go on beam ends and founder.	-	-	No.
-	Snow	E. 10	½ flood	Stranded; total	-	Dragged anchors in gale	-	-	No.
9 a.m.	Squally	E.N.E. 9	High water	Stranded; got off	nil 900 *l.*	Stress of weather	No	Heavy sea; could not keep vessel off land.	Yes; **FILEY.**
30 p.m.	Hail	E.N.E. 10	½ ebb	Stranded; total	2 800 *l.*	Stress of weather; canted ballast; lost masts; and drove on shore.	No	Sea breaking on deck shifted ballast.	Yes; **FILEY.**
11 a.m.	Hail, sleet	E.N.E. 10	High water	Stranded; total	-	Drove ashore and went to pieces in a gale.	No	Unmanageable from loss of rudder.	No.
30 a.m.	Snow	E.N.E. 9	Near springs	Foundered; total	5 200 *l.*	Stress of weather	No	-	Yes; **FILEY.**
-	Stormy	E.N.E. 11	-	Stranded; partial	4 200 *l.*	Stress of weather	-	-	Yes; **FILEY.**
-	Thick	E. by N. 10	Flood	Foundered; total	7 1,120 *l.*	Unknown; seen off Flamborough Head, but not after.	Yes; from Flamborough Head.	Supposed lost in Hartlepool Bay during gale.	Yes; **FILEY.**
10 30 a.m.	Snow	E. 11	¼ ebb	Stranded; partial	nil 300 *l.*	Stress of weather	No	Unmanageable, canting ballast in gale; reached Rockliff, distant 10 miles.	Yes; **FILEY.**
10 15 a.m.	Snow	E.N.E. 10	High water	Stranded; total	-	Stress of weather, drifted on rocks.	-	Severity of the gale, which disabled her and drove her ashore.	Yes; **FILEY.**
10 a.m.	Sleet	E.N.E. 10	5 hours' flood	Stranded; got off	-	Stress of weather; disabled, drifted, unmanageable.	No	-	Yes; **FILEY.**
2 a.m.	Snow	E. 10	Low water	Stranded; total	nil 800 *l.*	Stress of weather, driven ashore.	No	Bad weather	Yes; **FILEY.**
8 30 p.m.	Sleet	E.N.E. 10	High water	Struck pier; partial	-	Making harbour for shelter, struck on rocks at entrance of W. Dock.	No	Struck on new work of pier.	Yes; **HARTLEPOOL.**
-	Rough	E. by N. 11	-	Stranded; total	4 1,800 *l.*	Could not carry sail; drifted.	-	-	No.
8 30 p.m.	Squally	E.N.E. 10	-	Stranded; partial	-	Severe gale caused her to leak, pumps useless, got ashore trying to wear.	-	-	Yes; **FILEY.**
4 30 a.m.	Thick snow	E. 10	Last hour ebb	Stranded; got off	-	Disabled by wind and sea; drifted to leeward.	No; but driven N. past her port.	-	Yes; **FILEY.**
9 a.m.	Snow	E.S.E. 9	High water	Lost sails, &c.	nil 100 *l.*	Stress of weather, lost storm sails and bulwarks.	-	Violence of the wind	No.
8 p.m.	Hail and sleet	E.N.E. 10	-	Stranded; partial	1	-	-	-	Yes; **HARTLEPOOL.**
1 p.m.	Hazy	E.N.E. 11	-	Stranded; partial	nil 200 *l.*	Stress of weather, lost sails and went on rocks.	Unknown	-	Yes; **FILEY.**
10 a.m.	Sleet	E.N.E. 10	-	Stranded; got off	-	In taking the harbour, struck on some stones.	No	Vessel unable to keep sea, obliged to run for tidal harbour.	Yes; **HARTLEPOOL.**
2 p.m.	Sleet	E. by S. 12	1 hour flood	Stranded; total loss	nil 1,300	Stress of weather, lost sails, became unmanageable.	Yes; to Souter Point.	Sudden change of wind	No.
3 a.m.	Thick	E.N.E. 11	Low water	Stranded; total	nil 2,500 *l.*	Gale, lee shore	Yes; Flamborough Head.	Heavy gale from E.S.E. to E.N.E., with snow.	Yes; **FILEY.**

Wrecks and Casualties (otherwise than by Collision) on the North-East Coast of England

Name of Ship.	Port of Registry (if British).	Port Sailed from.	Date of Sailing.	Hour of Sailing.	Weather at Time of Sailing.	Wind at Time of Sailing.	Tide Stream at Time of Sailing.	Port Bound to.	Whether in Ballast or with Cargo.		Exact Spot where Casualty happened.	Date of Casualty
									Ballast.	Cargo.		
1.	2.	3.	4.	5.	6.	7.	8.	9.	10.	11.	12.	13.
1857—*continued.*												1857:
(173) Stour - - Schooner—81—5 (19 years.)	Colchester -	Colchester -	1 Jan.	7 a.m.	Fair - -	S.W. Moderate	Ebb - -	Shields -	Ballast -	- -	Tynemouth -	5 Jan.
(174) Cathinka - - Brig—182—8 (21 years.)	Weismar -	Antwerp - -	15 Dec.	-	- - -	- -	- -	Hartlepool -	Ballast -	- -	Hartlepool -	6 Jan.
(175) Samuel Cunard Bark—206—10 (17 years.)	Antigua - -	Gothenburg -	25 Dec.	7 a.m.	- -	E.N.E. Gale.	Unknown -	London -	- -	Timber -	4 miles from Scarborough.	6 Jan.
(176) Active - - Brig—168—7 (11 years.)	Whitstable -	Whitstable -	1 Jan.	-	Fine - -	W.S.W.	Low water	Shields -	Ballast -	- -	Herd Sand -	8 Jan.
(177) Sarah Ellen - Brig—195—7 (17 years.)	Newcastle -	London - -	2 Jan.	-	- -	- -	- -	Shields -	Ballast -	- -	Herd Sand -	9 Jan.
(178) Hippocampi - Brig—154—7 (Age unknown.)	London - -	Middlesborough	-	-	- -	- -	- -	Genoa -	- -	Iron -	Middlesborough	10 Jan.
(179) Ariel - - Brig—280—11 (18 years.)	Whitby - -	Memel - -	-	-	- -	- -	- -	London -	- -	Wood -	Sea - -	14 Jan.
(180) Commerce - Brig—204—7 (75 years.)	Sunderland -	Sunderland -	13 Jan.	3 a.m.	Fine - -	W.S.W.	High water -	London -	- -	Coals -	Whitby, W.N.W. 13 miles.	14 Jan.
(181) Seven - - Brig—256—9 (Age unknown.)	Shields - -	London - -	2 Jan.	-	Moderate -	W.S.W.	Unknown -	S. Shields -	Ballast -	- -	W. Dock at Hartlepool.	14 Jan.
(182) Jane - - Brig—135—6 (33 years.)	Berwick - -	Shields - -	-	-	- -	- -	- -	London -	- -	Coals -	West Rocks, Amble.	20 Jan.
(183) Isabella - - Schooner—82—4 (18 years.)	Newcastle -	St. Osyth -	15 Jan.	-	- -	- -	- -	Sunderland -	- -	Timber -	Sunderland Bar	22 Jan.
(184) Friends - - Schooner—67—4 (Age unknown.)	Dundee - -	Dundee - -	-	-	- -	- -	- -	London -	- -	Potatoes	Navestone Rock, 5 miles E. of Sunderland.	23 Jan.
(185) John and Jane - Sloop—59—3 (17 years.)	Goole - -	Sunderland -	24 Jan.	11 a.m.	Fine - -	N.N.E. 7	½ flood -	Harwich -	- -	Coals -	Sunderland Bar	24 Jan.
(186) Swallow - - Brig—184—8 (Age unknown.)	Poole - -	Poole - -	10 Jan.	-	Bad - -	E. by S. Gale.	Unknown -	Hartlepool -	Ballast -	- -	Sea. Hartlepool W. by N. 10 miles.	24 Jan.
(187) St. Lawrence - Brig—277—10 (37 years.)	Shields - -	Hull - -	-	Unknown -		- -	- -	Shields -	- -	Salt -	Hartlepool Heugh.	26 Jan.
(188) Triumph - - (Unknown) 111—[illegible]	- - -	- - -	-	-	- -	- -	- -	- -	- -	- -	Off Whitby -	29 Jan.
(189) Ocean Queen - Brig—198—9 (10 years.)	Blyth - -	Seaham - -	-	8 20p.m.	- -	W.N.W.	Flood - -	London -	- -	Coals -	N. Pier, Seaham.	31 Jan.
(190) Hope - - Sloop—45—3 (Age unknown.)	Sunderland -	Sunderland -	1 Feb.	6 p.m.	Fine - -	S.W. by S.	High water -	Aberdeen -	- -	Coals -	½ mile S. of Hudson Scar.	2 Feb.
(191) Robert William Sloop—39—3 (Age unknown.)	Boston - -	Yarmouth -	20 Jan.	9 a.m.	Hazy - -	S.S.W. 5	1½ knots -	Blyth - -	- -	Wheat -	Seaton Scar Rocks.	2 Feb.
(192) Salus - - Brig—161—7 (32 years.)	Sunderland -	Sunderland -	31 Jan.	3 p.m.	Fine - -	W.N.W.	High water -	London -	- -	Coals -	Flamborough Head.	2 Feb.
(193) Fencer - - Schooner—106—7 (14 years.)	Gravesend -	Hartlepool -	-	-	- -	- -	- -	Gravesend -	- -	Coals -	Whitby Rock -	6 Feb.
(194) Brunette - - Schooner—70—5 (Age unknown.)	Ramsay - -	Hartlepool -	10 Feb.	4 p.m.	- -	S.W.	Unknown -	Fraserburgh	- -	Coals -	Off Amble -	14 Feb.
(195) Ivanhoe, S.S. S. S.—156—15 (6 years.)	Leith - -	Rotterdam -	16 Feb.	6 a.m.	Moderate -	S.S.E.	½ ebb -	Leith - -	- -	General	Scarecrow Bush Rock, S.E. of Big Farm.	15 Feb.
(196) Ford - - Brig—210—8 (Age unknown.)	Sunderland -	London - -	12 Feb.	-	Unknown -	- -	- -	Sunderland -	Ballast -	- -	300 yards S. of Sunderland S. Pier.	18 Feb.
(197) Prince Philip - Bark—223—13 (7 years.)	Ostend - -	Shields - -	-	-	- -	- -	- -	Trieste -	- -	Coals -	Brandlington Drop, Shields.	20 Feb.
(198) Aquila - - Brig—88—4 (30 years.)	Scarborough -	Newcastle -	19 Feb.	8 a.m.	Fresh - -	W.N.W. 5.	3 to 4 knots; spring tide.	Whitstable -	- -	Coals -	10 miles off Whitby.	23 Feb.

between the Farn Islands and Flamborough Head, during the Five Years ending 1860—*continued.*

Hour of Casualty. 14.	Weather at Time of Casualty. 15.	Wind at Time of Casualty. 16.	Tide at Time of Casualty. 17.	Nature of Casualty, and whether occasioning Total Loss or only Partial Damage. 18.	No. of Lives and estimated Value of Property Lost. 19.	Circumstances which caused the Casualty. 20.	Was the Vessel driven back; and, if so, how far had she reached Southward or Northward on her Voyage? 21.	State any Particulars that can throw Light on the Cause of the Casualty. 22.	Might the Casualty have been prevented or mitigated by the proposed Works at the Tyne, at Hartlepool, and at Filey? 23.
10 30 a.m.	Snow	E. by N. 10	High water	Stranded; partial	–	Tiller disabled by sea; drifted on rocks.	No	Sea broke on board, and drove in stern of vessel.	Yes; **HARTLEPOOL.**
7 p.m.	Snow	E. 7	½ flood	Stranded; total	–	Stress of weather; ran ashore to save crew.	–	–	Force of wind under 9.
3 30 a.m.	Snow squall	E. 11	½ ebb	Stranded; total	1	Stress of weather; could not keep off land.	–	–	Yes; **FILEY.**
3 p.m.	Snow	E. by N. 12	Low water	Stranded; total	Nil 800 *l.*	Stress of weather	No	Ballast shifted	Yes; **TYNE.**
11 30 a.m.	Snow	E. by N. 12	Ebb	Stranded; total	1 800 *l.*	Stress of weather; lost masts, &c.	–	–	Yes; **TYNE.**
3 a.m.	–	S.W. 9	–	Leaky; partial	–	Striking on a sunken keel.	Unknown	A sunken keel lying in the Gut at Middlesborough.	No.
11	–	9	–	Capsized; total	11 1,800 *l.*	Supposed to have capsized in a gale; found bottom up, and towed to the Tyne.	–	–	No.
3 a.m.	Heavy	N. by E. 10	Low water	Disabled; partial	–	Heavy sea, washing decks, &c.	No	Stern-frame started and hold-beams broken.	No.
9 13 a.m.	Sleet	E.N.E. 11	–	Struck; foundered	Nil 2,000 *l.*	Stress of weather; running in for shelter, struck.	No	–	Yes; **HARTLEPOOL.**
3 p.m.	Hazy	S.W. by S. 11	–	Stranded; got off	–	Thick weather	No	–	No.
8 30 p.m.	Cloudy	W.N.W. 9	–	Stranded; got off	–	Pilot taking the bar too soon.	–	–	No.
1 30 a.m.	Very thick	W. by N. 7	High water	Stranded; total	Nil 800 *l.*	Struck on rock in thick weather.	–	–	Force of wind under 9.
11 a.m.	Squally	N. 6	¼ flood	Stranded; got off	–	Pilot taking harbour too soon.	No	Leaky in consequence of striking, and wind increasing obliged to put into Bridlington with assistance.	Ditto.
6 a.m.	Squally	Variable 10	High water; 1½ hour flood.	Disabled; partial	–	Stress of weather; running into harbour, disabled, struck on bar.	Yes; reached Hartlepool Light bearing W. by N. 10 miles; driven back off Scarborough; wind moderating got to N. of Whitby, and bore up for Bridlington.	Bad weather	No.
9 15	Snow	N.E. by N. 8	Low water	Stranded; total	10 1,850 *l.*	Kept too close to land	No	–	Force of wind under 9.
–	–	E.N.E. 11	–	Foundered; total	–	–	–	–	No.
8 30 p.m.	Fine	N.N.W. 2	Little past high water.	Struck; got off	Nil 55 *l.*	Getting in, the check-rope on pier broke.	No	No	Force of wind under 9.
12 30 a.m.	Hazy	S. 3	½ ebb	Stranded; total	–	Not heaving lead in thick weather.	No	–	Ditto.
4 30 p.m.	Thick	S.S.E. 5	1 hour flood	Stranded; got off	Nil 200 *l.*	Running for harbour at low-water in thick weather.	Yes; driven back 100 miles.	Wind S.S.E. Not sufficient water.	Ditto.
4 a.m.	Fine	S.W. 5	Low water	Struck; foundered	Nil 810 *l.*	Neglect of lead	Yes; driven back 10 miles.	–	Ditto.
6 30 p.m.	Dark; hazy	S.W. 3	–	Stranded; partial	–	–	–	–	Ditto.
4 a.m.	Fog	S.S.W. 4	–	Stranded; got off	Nil 140 *l.*	Heavy sea unshipped rudder; drove ashore.	–	–	Ditto.
11 p.m.	Thick	S.E. 1	Last ebb	Stranded; got off	Nil 3,000 *l.*	Thick weather	No	Compass incorrect	Ditto.
10 30 p.m.	Coarse	N.E. 5	–	Stranded; got off	–	Struck by heavy sea entering harbour could not wear; ran her ashore to save her.	No	–	Ditto.
7 a.m.	Fog	5	–	Explosion; total	1 and 3 injured.	Spontaneous combustion of cargo.	–	–	Ditto.
Midnight	Moderate	W. 2	½ flood	Foundered; total	Nil 540 *l.*	Sprung a leak and foundered in deep water.	–	For want of harbour of refuge.	Ditto.

Wrecks and Casualties (otherwise than by Collision) on the North-East Coast of England,

NAME OF SHIP.	Port of Registry (if British).	Port Sailed from.	Date of Sailing.	Hour of Sailing.	Weather at Time of Sailing	Wind at Time of Sailing.	Tide Stream at Time of Sailing.	Port Bound to.	Whether in Ballast or with Cargo.		Exact Spot where Casualty happened.	Date of Casualty.
									Ballast.	Cargo.		
1.	2.	3.	4.	5.	6.	7.	8.	9.	10.	11.	12.	13.
1857—continued.												1857.
(199) Lisbon — Barque—471—13. (Age unknown.)	N. Shields	Carthagena	—	—	—	—	—	Shields	Ballast	—	Rocks off Cullercoats.	25 Feb.
(200) Equivalent — Brig—220—8. (24 years.)	Sunderland	Sunderland	2 Mar.	—	Unknown	—	High water	Hamburg	—	Coals	North Sea, 54° 30″ N. L., 30° 35″ E. L.	9 Mar.
(201) Krydeseren — Schooner—128—8. (Age unknown.)	Tonsberg	Tonsberg	—	—	—	—	—	Shields	—	Timber	Amble	12 Mar.
(202) Ryhope — Smack—175—8. (30 years.)	Hartlepool	Hartlepool	12 Mar.	2 a.m.	—	W.N.W. 6	High water	London	—	Coals	10 miles E. of Flamborough Head.	14 Mar.
(203) Resolution — Sloop—47—3. (70 years.)	Sunderland	Kirkcaldy	—	—	Unknown	—	—	Sunderland	—	Iron	Steel Rocks, 1 mile from Boulmer.	15 Mar.
(204) Kathleen — Brig—158—7. (15 years.)	Hartlepool	Hartlepool	16 Mar.	6 p.m.	—	S.W. 5	Flood	London	—	Coals	Whitby Rocks	17 Mar.
(205) Hannah — Schooner—78—4. (20 years.)	Yarmouth	Arbroath	11 Mar.	—	Unknown	W.S.W.; gale.	Unknown	Sunderland	—	Timber	Behind N. Pier, Sunderland.	20 Mar.
(206) Effort — Schooner—120—7. (26 years.)	Southampton	Southampton	16 Mar.	—	Unknown	—	—	Sunderland	Ballast	—	Behind N. Pier, Sunderland.	20 Mar.
(207) Mary — Schooner—61—4. (7 years.)	Sunderland	Sunderland	—	—	—	—	—	Woodbridge	—	Coals	W. pier, Whitby.	20 Mar.
(208) Swan — Brig—259—8. (18 years.)	Sunderland	Altona	18 Mar.	8 a.m.	Dull	S.E.; strong.	High water	Sunderland	Ballast	—	Behind N. pier, Sunderland.	20 Mar.
(209) George IV. — Brig—141—6. (Age unknown.)	Shields	Shields	16 Mar.	—	—	—	—	Hamburg	—	Coals	Off Flamborough Head.	20 Mar.
(210) Spring — Barque—331—9. (60 years.)	N. Shields	Scheidam	—	—	—	E.N.E. fine.	¼ flood	Shields	Ballast	—	Spanish Battery, Tyne.	20 Mar.
(211) Peamore — Schooner—159—6 (16 years.)	Exeter	Rotterdam	18 Mar.	—	Unknown	—	—	Middlesborough.	Ballast	—	Off Seaton Carew.	20 Mar.
(212) Celerity — Smack—60—8. (Age unknown.)	Whitby	Hartlepool	16 Mar.	5 p.m.	Fine	W. S. W.; fresh.	Flood	London	—	Coals	½ mile N. of West pier, Whitby.	21 Mar.
(213) Columbus — Brig—183—7. (30 years.)	Seaham	Seaham	16 Mar.	5 p.m.	Clear	S.S.W. 4	2½ hours from high water.	London	—	Coals	Middleton Sands	21 Mar.
(214) Cressimus — Brig—208—8. (32 years.)	Scarborough	Hartlepool	16 Mar.	—	—	S.W.; moderate.	High water	London	—	Coals	Middleton Sands	21 Mar.
(215) Fancy — Barque—290—11. (10 years.)	London	Shields	16 Mar.	—	Moderate	S.S.W.	—	Oran	—	Coals	Sunderland Bar	21 Mar.
(216) Sisters — Barque—687—25. (10 years.)	Rotterdam	Rotterdam	—	—	—	—	—	Sunderland	Ballast	—	Behind N. pier, Sunderland.	21 Mar.
(217) Unicorn — Schooner—136—7. (1 year.)	Jersey	Sunderland	16 Mar.	—	Moderate	S.	—	Jersey	—	Coals	Hartlepool Bar	21 Mar.
(218) Les Gezusters — Barge—687—25. (7 years.)	Rotterdam	Rotterdam	18 Mar.	—	—	S.	—	Sunderland	Ballast	—	Behind N. pier, Sunderland.	21 Mar.
(219) Concordia — Galliot—60—5. (Age unknown.)	Lenvig, in Denmark.	Denmark	—	—	—	—	—	London	—	Barley	1½ mile S. of Scarborough Rocks.	22 Mar.
(220) Neptune — Brig—267—11. (46 years.)	Newcastle	Newcastle	—	—	—	—	—	Brest	—	Coals	Sunderland Bar	22 Mar.
(221) Unknown — Galliot; say 100—6. (Age unknown.)	—	—	—	—	—	—	—	—	—	—	Off Hartlepool	26 Mar.
(222) Medina — Brig—196—8. (28 years.)	Cowes	Hamburg	19 Mar.	—	—	S.E.byE.	—	Sunderland	Ballast	—	Marsden Rocks	27 Mar.
(223) William and Matthew Schooner—119—5. (Age unknown.)	Scarborough	Scarborough	17 Mar.	—	Moderate	N.W.	¾ ebb	London	—	Coals	Scarborough	29 Mar.
(224) Wittus — Brig—220—10. (17 years.)	Carlscrona	Newcastle	31 Mar.	—	—	—	—	Venice	—	Coals	S. Shields	31 Mar.
(225) Expedit — Brig—200—8. (Age unknown.)	—	—	—	—	—	—	—	—	—	Timber	Picked up 30 miles off Tynemouth.	3 April
(226) Temisconata — Brig—113—6. (18 years.)	Lynn	Lynn	1 April	6 or 7 a.m.	Fine; moderate.	W. 3	High water	Seaham	Ballast	—	Near S. pier, Sunderland.	2 April
(227) James — Brig—186—8. (54 years.)	Shields	Havre	1 April	2 p.m.	Unknown	—	—	Newcastle	Ballast	—	7 miles N. of Scarborough.	4 April

between the Farn Islands and Flamborough Head, during the Five Years ending 1860—*continued.*

Hour of Casualty. 14.	Weather at Time of Casualty. 15.	Wind at Time of Casualty. 16.	Tide at Time of Casualty. 17.	Nature of Casualty, and whether occasioning Total Loss or only Partial Damage. 18.	No. of Lives and estimated Value of Property Lost. 19.	Circumstances which caused the Casualty. 20.	Was the Vessel driven back; and, if so, how far had she reached Southward or Northward on her Voyage? 21.	State any Particulars that can throw light on the Cause of the Casualty. 22.	Might the Casualty have been prevented or mitigated by the proposed Works at the Tyne, at Hartlepool, and at Filey? 23.
3 45 a.m.	Fog	Calm 0	High water	Stranded; got off	nil 200 *l.*	Thick weather	No	Drunkenness of the master.	Force of wind under 9.
1 a.m.	Showers	W. 5	-	Dismasted; partial	nil 50 *l.*	Squall	No	Squall of wind suddenly came on.	Ditto.
10 45	Thick	S.S.E. 10	-	Stranded	-	Gale; thick weather	-	-	No.
7 a.m.	Rainy	S. by E. 10	Ebb	Dismasted; partial	nil 500 *l.*	Stress of weather	No	Sudden squall carried master overboard.	Yes; **FILEY.***
7 30 p.m.	Fine	W. 8	¼ ebb	Stranded; partial	-	Gale; hugged shore too close.	No	Keeping too close to shore.	Force of wind under 9.
6 30 p.m.	Thick	S.W. 3	High water	Stranded; got off	-	Mistook Runswick Furnace for Whitby Light.	No	Mistaking lights during fog.	Ditto.
8 45 p.m	Stormy	S.E. by S. 6	Unknown	Stranded; total	nil 600 *l.*	Struck on bar; drove behind N. Pier, and became total loss.	Unknowu	Stress of weather	Ditto.
8 30 p.m.	Clear	E.N.E. 5	High water	Stranded	nil 250 *l.*	Struck on bar, and drove behind the pier.	-	-	Ditto.
9 p.m.	Cloudy	S.E. 8	¾ flood	Stranded; total	nil 340 *l.*	Mistook lights on entering harbour.	-	-	Ditto.
10 p.m.	Clear	S.E. by S. 9	High water	Stranded; total	nil 1,000 *l.*	Struck on bar, lost way, and drove behind pier.	No	Striking bar	No.
8 a.m.	Bad	S.E. 10	-	Leaky; partial	-	Bad weather	-	-	Yes; **FILEY.***
7 30 p.m.	Cloudy	S.E. 6	½ flood	Struck bar; total	nil 1,100 *l.*	Mistaking lights, taking bar too soon, struck and became wreck.	No	Struck by a sea; rudder broke, and vessel unmanageable.	Force of wind under 9.
6 30 p.m.	Stormy	E.S.E. 5	2½ hours' flood	Stranded; total	nil 800 *l.*	Stress of weather; missed stays.	Unknown	-	Ditto.
Noon	Clear	E.S.E. 8	Young ebb	Stranded; total	-	Sprung a leak; ran ashore to save life.	No	Made for Whitby; not sufficient water; ran for shore.	Ditto.
11 30 a.m.	Cloudy	E.S.E. 9	Near high water.	Stranded; got off	-	Stress of weather; running into Hartlepool for shelter; got on sands.	Yes; Bridlington	Shipped sea; got leaky; ran for harbour for safety; struck Hartlepool Bar, and became unmanageable.	Yes; **FILEY.**
12 5 p.m.	Squally	E.S.E. 9	High water	Stranded; total	nil 1,200 *l.*	Leaky at sea; struck bar in entering harbour.	Yes; Flamborough Head.	Struck by heavy sea	Yes; **FILEY.**
3 30 p.m.	Cloudy	E.N.E. 9	½ ebb	Stranded; total	-	Stress of weather	-	-	No.
11 30	Stormy	E.S.E. 9	High water	Stranded; total	nil 9,000 *l.*	Struck bar	-	-	No.
0 30 p.m.	Squally	S.E. 8.	-	Stranded; total	-	Getting into Hartlepool disabled; struck on bar.	-	-	Force of wind under 9.
11 30 a.m.	Stormy	E.S.E. 9	High water	Stranded; total	nil 9,000 *l.*	Struck on bar, and drove behind rocks.	-	Running into harbour for shelter without pilot.	Yes; **HARTLEPOOL.**
4 p.m.	Thick snow squall.	9	½ flood	Stranded; total	nil 1,350 *l.*	Struck rock S. of Scarborough.	-	-	No.
3 30 p.m.	Squally	E.N.E. 9	¼ ebb	Stranded; total	nil 2,000 *l.*	Struck on bar running in leaky.	-	-	No.
8 a.m.	Rain	E.S.E. 5	-	Foundered; total	6	Supposed to have foundered; washed up on sands.	-	-	Force of wind under 9.
-	Bad	E. 10	High water	Stranded; total	nil 1,300 *l.*	Bad weather	-	-	No.
4 p.m.	-	E. 10	High water	Stranded; got off	-	Running for shelter, struck harbour.	No	Laden vessel and stormy weather.	No.
8 30 p.m.	Rainy	S.E. 5	High water	Foundered; raised	-	Struck on edge of bank while being towed out.	-	-	Force of wind under 9.
-	-	E.S.E. 6.	-	Abandoned; total	-	-	-	-	Ditto.
7 15 p.m.	Thick	E.S.E. 6.	High water ½ flood.	Stranded; got off	nil 200 *l.*	Mistook Sunderland Light for Hartlepool Heugh.	No	Past port bound to; mistook buoy on Redcar Rocks for Sunderland Ballast Buoy	Ditto.
Noon.	Thick	E. 1.	High water	Stranded	nil 1,000 *l.*	Ran ashore in thick weather.	-	-	Ditto.

* In the cases marked thus * the proposed harbours would not have prevented or mitigated the casualty. The harbours would, however, have been convenient for the vessels to have put into after sustaining damage. The vessels DID actually put into port to refit.

Wrecks and Casualties (otherwise than by Collision) on the North-East Coast of England,

NAME OF SHIP.	Port of Registry (if British).	Port Sailed from.	Date of Sailing.	Hour of Sailing.	Weather at Time of Sailing.	Wind at Time of Sailing.	Tide Stream at Time of Sailing.	Port Bound to.	Whether in Ballast or with Cargo.		Exact Spot where Casualty happened.	Date of Casualty.
									Ballast.	Cargo.		
1.	2.	3.	4.	5.	6.	7.	8.	9.	10.	11.	12.	13.
1857—*continued.*												1857.
(228) Newark - - Brig—96—5. (Age unknown.)	Hull - -	London - -	26 Mar.	- -	Unknown -	- -	- -	Newcastle	Ballast -	- -	Herd Sand -	4 April
(229) Trio - - - Schooner—44—3. (Age unknown.)	Lynn - -	Lynn - -	4 April	3 30 p.m.	Fine; moderate.	S.S.E.	Flood -	Newcastle	- -	Flour -	Herd Sand -	6 April
(230) Isabella - Schooner—82—1. (19 years.)	Newcastle -	St. Osyth -	29 Mar.	- -	- -	- -	- -	Sunderland	- -	Timber	Behind S. Pier, Sunderland.	6 April.
(231) Catherine - - Brig—160—7. (27 years.)	Ipswich - -	Ipswich - -	- -	- -	- -	- -	- -	Sunderland	Ballast -	- -	Sunderland Bar.	7 April
(232) Hero - - - Snow—208—8. (20 years.)	Sunderland -	Sunderland -	15 April	5 15 a.m.	Fine - -	W.N.W. fresh.	High water	Bordeaux -	- -	Coals -	Sunderland Bar	15 April
(233) Diamond - - Sloop—45—3. (31 years.)	Goole - -	Middlesborough	- -	- -	- -	- -	- -	London -	- -	Iron -	6 miles off Flamborough Head.	7 June
(234) Jantina - - Galliot—57—4. (7 years.)	Groningen -	Newcastle -	- -	- -	- -	- -	- -	Groningen	- -	Coals -	25 miles N.E. of Scarborough.	2 July
(235) Don - - - Schooner—114—5. (15 years.)	Seaham - -	London - -	- -	- -	- -	- -	- -	Seaham -	Ballast -	- -	Pier Head, Sunderland.	29 June
(236) Mermaid - - Schooner—22—2. (Age unknown.)	Lynn - -	Wisbeach -	29 July	Noon	Fine - -	S.E. 2	High water	Newcastle	- -	Marine Stores.	Sea, 7 miles off Whitby.	31 July
(237) Lizzie - - Schooner—79—3. (16 years.)	Sunderland -	London - -	1 Aug.	- -	Fine - -	S.W.	Ebb tide -	Sunderland	Ballast -	- -	High Wyke, 7 miles N. of Scarborough.	6 Aug.
(238) Vigilant - - Brig—149—6. (Age unknown.)	Seaham - -	Seaham - -	5 Aug.	12 30 p.m.	Blowing strong	N.E. by E.	- -	London -	- -	Coals -	Off Flambro' Head.	6 Aug.
(239) Nautilus - - Schooner—68—5. (9 years.)	Lynn - -	Shields - -	6 Aug.	2 p.m.	Fine - -	N.E. 2	½ flood -	Lynn -	- -	Coals -	10 miles off Whitby.	6 Aug.
(240) Pallion Hall - Brig—133—6. (17 years.)	Sunderland -	Sunderland -	6 Aug.	- -	Fresh - -	N.E.	- -	Boulogne -	- -	Coal for Gas	Off Robin Hood's Bay.	7 Aug.
(241) Isabella - Brig—129—6. (48 years.)	Whitby - -	Newcastle -	- -	- -	- -	- -	- -	London -	- -	Coals -	Church Knowle, Whitby.	13 Aug.
(242) Eupatoria - S.S.—34—16. (Age unknown.)	London - -	Shields - -	15 Aug.	11 a.m.	Foggy - -	S.E. moderate.	Ebb - -	French Port	- -	Coals -	Flamborough Head.	15 Aug.
(243) Camolla - Sloop—47—4. (42 years.)	Dundee - -	Sunderland -	20 Aug.	2 a.m.	Clear - -	W.N.W. 5.	2 or 2½ knots	Dundee -	- -	Coals -	10 miles N.E. of Blyth.	21 Aug.
(244) Hebe - - - Schooner—124—5. (22 years.)	Yarmouth -	Middlesborough	- -	- -	Good - -	N.E.	- -	Dordt -	- -	Iron -	N. Town of Redcar, 1½ miles.	24 Aug.
(245) Brothers - - Brig—174—6. (58 years.)	Sunderland -	Sunderland -	22 Aug.	4 p.m.	Fine - -	S.E.	4 hours' flood	Harburgh	- -	Coals -	N. Pier, Sunderland.	24 Aug.
(246) Harriett - - S.S.—401—18. (Age unknown.)	Newcastle -	Middles borough	27 Aug.	- -	Fresh - -	N.N.W.	- -	Stettin -	- -	Iron -	55 miles from Hartlepool.	27 Aug.
(247) John - - - Sloop—41—4. (16 years.)	Hull - -	Wisbeach -	- -	- -	- -	- -	- -	Newcastle	- -	Wheat -	10 miles N. of Flamborough Head.	18 Sept.
(248) Prince of Wales Schooner—63—4. (16 years.)	Port Madoc -	Aberdeen -	18 Sept.	10 a.m.	Clear - -	N.N.E. 5	High water	Shields -	Ballast -	- -	Herd Sand -	19 Sept.
(249) Lessing - - Brig—320—12. (Age unknown.)	Rostock - -	Tyne - -	- -	- -	- -	- -	- -	Swinemunde	- -	Coals -	South Shields -	Sept.
(250) Robert - - Sloop—12—2. (Age unknown.)	Shields - -	Whitby - -	7 Oct.	- -	- -	S.E.	- -	Newcastle	- -	Iron -	Off Huntcliff -	7 Oct.
(251) Velocity - - Brig—288—8. (8 years.)	Sunderland -	Hamburg -	14 Oct.	8 a.m.	Fine - -	Variable. S.	Last ¼ ebb	Sunderland	Ballast -	- -	N. of Boulmer Bridge.	18 Oct.
(252) Runcinia - - Schooner—74—3. (17 years.)	Whitby - -	Whitby - -	19 Oct.	5 a.m.	Fine - -	S.W. 5	Spring tide	Tyne -	- -	Ironstone	Philitail Rocks	19 Oct.
(253) Magna Charta - Barque—357—12. (10 years.)	Shields - -	Shields - -	21 Oct.	- -	Hazy - -	N.W. 3	- -	Brake -	- -	Coals -	Mouth of Shields Harbour.	21 Oct.
(254) Traveller - - Brig—113—6. (Age unknown.)	Whitby - -	Seaham - -	21 Oct.	3 30 p.m.	Fine - -	W.N.W.	Young flood	Lynn -	- -	Coals -	Rocks near Whitby.	22 Oct.
(255) Burgomeister - Schooner—258—8. (Age unknown.)	Orone, Prussia	Dantzic - -	- -	- -	- -	- -	- -	Sunderland	- -	Timber	Whitbrun Steel	29 Oct.
(256) George Fyffe - Barque—480—15. (17 years.)	Newcastle -	Quebec - -	- -	- -	-	- -	- -	Shields -	- -	Timber	Herd Sand -	7 Nov.

between the Farn Islands and Flamborough Head, during the Five Years ending 1860—*continued.*

Hour of Casualty. 14.	Weather at Time of Casualty. 15.	Wind at Time of Casualty. 16.	Tide at Time of Casualty. 17.	Nature of Casualty, and whether occasioning Total Loss or only Partial Damage. 18.	No. of Lives and estimated Value of Property Lost. 19.	Circumstances which caused the Casualty. 20.	Was the Vessel driven back; and, if so, how far had she reached Southward or Northward on her Voyage? 21.	State any Particulars that can throw Light on the Cause, of the Casualty. 22.	Might the Casualty have been prevented or mitigated by the proposed Works at the Tyne, at Hartlepool, and at Filey? 23.
8 or 9 p.m.	Fog - -	E.S.E. 4	½ flood -	Stranded; got off -	-	Whilst being towed in, heavy sea struck her, and tow-rope was cast off.	- - -	Steam-tug let go tow-rope, and she went ashore.	Force of wind under 9.
5 p.m.	Hazy - -	S.E. 2.	High-water -	Stranded; got off -	-	Sea struck her when crossing bar.	No - - -	Wind dropped near buoy of the Herd; became unmanageable.	Ditto.
- -	Thick - -	E.S.E. 6	High-water -	Stranded; partial -	-	Struck by sea while taking harbour.	- - -	- - - -	Ditto.
- -	Thick fog -	5	2 hours from high-water	Stranded; partial -	nil 400 *l.*	Stress of weather; dragged anchor.	- - -	- - - -	Ditto.
5 20 a.m.	Fine - -	W.N.W. 6	High-water -	Stranded; got off -	nil 350 *l.*	Not sufficient water, through sea getting up.	No - - -	Sea getting up, caused a scud on bar; between seas not water enough for ship without striking.	Ditto.
2 p.m.	Thick - -	E. by S. 2	¾ flood -	Leaky; partial -	-	Struck on sunken wreck	- - -	- - - -	Ditto.
4 a.m.	Clear - -	N.E. 6	- -	Foundered; total -	nil 330 *l.*	Lee board got under vessel's bottom, and stove her.	- - -	- - - -	Ditto.
- -	Cloudy - -	E.N.E. 6	- -	Struck pier - -	nil 50 *l.*	- - - - -	- - -	- - - -	Ditto.
12 30 p.m.	Fine - -	W.N.W. 5	2 hours after high-water	Foundered; total -	nil 60 *l.*	Leak - - - - -	No - - -	Strong wind during previous night.	Ditto.
8 45 a.m.	Clear - -	N.E. 2	Ebb - -	Stranded; total -	-	Too close to shore; anchored, and cables parted.	Yes; Higham Wyke.	- - - -	Ditto.
8 p.m.	N.E. by E. strong.	N.E. by E. strong.	- -	Leaky; partial -	-	Stress of weather -	- - -	Leaky off Flambro' Head; made for Bridlington Harbour to save crew and ship.	Ditto.
(Midnight)	Squally - -	N.E. 7	¼ flood - -	Foundered; total -	nil 600 *l.*	Leaky - - - - -	No - - -	Sprung a leak, and went down in half an hour.	Ditto.
3 30 a.m.	Thick - -	N.E. 7	- -	Explosion; total -	nil 800 *l.*	Gas from coal ignited, and blew vessel up.	- - -	- - - -	Ditto.
- -	Thick - -	S. by E. 5	High-water -	Foundered; total -	-	Too near land in thick weather.	No - - -	Error in judgment -	Ditto.
9 30	Hazy - -	N.N.W. 5	Ebb - -	Stranded; total -	-	Full speed; dense fog; no lead.	No - - -	Sufficient allowance not being made for the indraft of the ebb-tide.	Ditto.
3 a.m.	Thick - -	N.N.E. 5	Spring -	Foundered; total -	nil 235 *l.*	Stress of weather - -	No - - -	Sprung a leak at midnight, and sank 3 hours after.	Ditto.
4 a.m.	Thick, hazy -	S.E. 4	¾ flood -	Stranded; total -	nil 600 *l.*	Thick weather - -	- - -	- - - -	Ditto.
6 p.m.	Fine - -	S.E. 4	High-water -	Stranded; got off -	-	Stress of weather; struck the pier when running for harbour; disabled.	No - - -	Vessel laboured heavily, rolled masts away, and struck pier.	Ditto.
4 30 p.m.	Clear - -	N.N.W. 5	- -	Dismasted; partial	-	Rotten foremast giving way.	- - -	- - - -	Ditto.
10 a.m.	Cloudy - -	N.N.E. 6	- -	Leaky; partial -	-	Heavy sea - - -	- - -	Sprung a leak in heavy sea.	Ditto.
7 p.m.	Clear - -	N.N.W. 1	½ ebb - -	Stranded; got off -	-	Tow-rope broke while being towed out.	No - - -	Heavy sea, on bar, giving way tow-rope.	Ditto.
6 a.m.	- - -	?	- -	Explosion; partial	nil 553 *l.*	Exploded 8 hours after loading.	No - - -	- - - -	Ditto.
6 p.m.	- - -	S.E. 7	- -	Foundered; total	-	Stress of weather - -	- - -	Masts carried away, &c.	Ditto.
3 a.m.	Thick - -	S.S.W. 4	1 hour ebb -	Stranded; got off -	-	Stood in for land: thick weather; no lead hove.	No; but driven out of her course 40 miles N. of destination.	Strong S.S.W. and hazy weather, drove her ashore.	Ditto.
5 30 a.m.	Fine - -	S.W. 5	½ ebb - -	Stranded; got off -	-	Stood too near land; vessel too much by the head.	No - - -	- - - -	Ditto.
5 30 a.m.	Hazy - -	N.W. 3	High-water -	Stranded; got off -	-	Got out of proper channel when leaving the port.	- - -	Would not answer helm	Ditto.
12 30	Fine - -	N.N.W. 6	½ flood - -	Stranded; total -	nil 800 *l.*	Steering too near land -	No - - -	Carelessness of master -	Ditto.
1 a.m.	Hazy - -	N.E. 5	- -	Stranded; partial -	-	Carelessness of pilot -	- - -	- - - -	Ditto.
5 45	Hazy - -	N.E. 5	½ hour of high-water	Stranded; partial -	nil 400 *l.*	Got to southward by mismanagement of pilot; wind drove her on sand.	- - -	- - - -	Ditto.

Wrecks and Casualties (otherwise than by Collision) on the North-East Coast of England,

NAME OF SHIP.	Port of Registry (if British).	Port Sailed from.	Date of Sailing.	Hour of Sailing.	Weather at Time of Sailing.	Wind at Time of Sailing.	Tide Stream at Time of Sailing.	Port Bound to.	Whether in Ballast or with Cargo.		Exact Spot where Casualty happened.	Date of Casualty.
									Ballast.	Cargo.		
1.	2.	3.	4.	5.	6.	7.	8.	9.	10.	11.	12.	13.
1857—*continued.*												1857.
(257) Anna Margaretha. Schooner—50—5. (Age unknown.)	Leith	Leith	3 Nov.	4 p.m.	Clear	W.		Bordeaux		Coals	16 miles S.E. of Hartlepool Heugh.	10 Nov.
(258) Tyne Smack—40—3. (7 months.)	Newcastle	Shields	15 Nov.					Scarborough	Ballast		Herd Sand	15 Nov.
(259) Unicorn Schooner—118—6. (18 years.)	Scarborough	Warkworth	14 Nov.	2 30 p.m.	Fine	N.E.	Flood	Holland		Coals	20 miles off Whitby.	15 Nov.
(260) Heroine Brig—182—6. (17 years.)	Montrose	Sunderland	17 Nov.	3 30 p.m.	Fine	S. by E. 5.	Nearly high-water.	Montrose		Coals	Sunderland Bar	17 Nov.
(261) Jenny Schooner—123—5. (Age unknown.)	Whitby	Hartlepool	21 Nov.	6 a.m.	Fine	W.		London		Coals	Off Flamborough Head.	21 Nov.
(262) Kingston Brig—224—8. (22 years.)	Hartlepool	London	19 Nov.	2 p.m.	Light breeze	S.W. 2.	Flood	Hartlepool	Ballast		Redcar rocks	23 Nov.
(263) Active Schooner—79—6. (Age unknown.)	St. Servan	Dunkerque						Sunderland	Ballast		S. part of Flamborough Head.	24 Nov.
(264) Industry Smack—36—5. (Age unknown.)	Grimsby	Grimsby	4 Dec.	Midnight	Fine	W.S.W.		Scarborough		Fish	Abreast of Coast Guard Watch-house, Filey.	13 Dec.
(265) Jaffer Elligonda Galliot—83—5. (20 years.)	Pakela	Newcastle						Rotterdam		Coals	Newbiggin	18 Dec.
(266) Hope Schooner—68—1. (7 years.)	Goole	London	15 Dec.	3 30 a.m.	Fine	W.	½ ebb	Newcastle		Iron	Seaton Rocks	19 Dec.
1858.												1858.
(267) Henry Tanner Barque—388—12. (23 years.)	London	New Dieppe						Newcastle	Ballast		At mouth of the river Aln.	2 Jan.
(268) Blucher Barque—700—20. (4 years.)	Bremen	Bremen	3 Jan.					Sunderland	Ballast		North Pier, Sunderland.	5 Jan.
(269) Minerva Brig—176—6. (53 years.)	Blyth	Shields	2 Jan.		Fine	S.S.W.		London		Coals	Hartlepool Bar	9 Jan.
(270) Oak Schooner—74—5. (10 years.)	Dundee	Aberdeen	16 Jan.					Seaham		Timber	Off Seaham	18 Jan.
(271) Ann and Sarah Schooner—115—6. (12 years.)	Portsmouth	Portsmouth	12 Jan.					Hartlepool	Ballast		Off Huntcliff	19 Jan.
(272) Warrior Barque—204—8. (12 years.)	Sunderland	Seaham	19 Jan.	6 p.m.				London		Coals	1 mile from Robin Hood Bay.	20 Jan.
(273) Henry Everest Barge—102—4. (4 years.)	Rochester	Sunderland	20 Jan.	5 p.m.		N.W.		Rochester		Coals	Off Hartlepool	20 Jan.
(274) Merchant Brig—308—11. (21 years.)	S. Shields	Shields						London		Coals	Between Shields and Redcar.	20 Jan.
(275) Dawson Brig—216—8. (26 years.)	Newcastle	Newcastle	20 Jan.	6 p.m.				London		Coals	Off Filey	21 Jan.
(276) Villa de Vivero Schooner—102—10. (5 months.)	Tarragona	Bergen	21 Jan.					Barcelona		Fish	86 miles E. of Flamborough Head.	25 Jan.
(277) Eleanor Sloop—39—2. (17 years.)	Sunderland	Sunderland	31 Jan.	4 p.m.	Squally	W.S.W.		Whitby		Coals	Off Sandsend Bay.	1 Feb.
(278) William Barker Schooner—53—4. (20 years.)	Newcastle	Newcastle	31 Jan.	3 p.m.		W.S.W.		Frith of Forth		Coals	Off Whitby Harbour.	1 Feb.
(279) Leonie Lugger—66—5. (8 years.)	St. Valery	Havre						Blyth	Ballast		Blyth	6 Feb.
(280) Concord Brig—153—7. (60 years.)	Cowes	Sunderland						Cowes		Coals	Hartlepool Bar	7 Feb.
(281) Advance Brig—216—8. (33 years.)	North Shields	Newcastle	1 Feb.		Fine	W.		London		Coals	4 miles E.S.E. of Whitby.	10 Feb.

between the Farn Islands and Flamborough Head, during the Five Years ending 1860—*continued*.

Hour of Casualty. 14.	Weather at Time of Casualty. 15.	Wind at time of Casualty. 16.	Tide at Time of Casualty. 17.	Nature of Casualty, and whether occasioning, Total Loss or only Partial Damage. 18.	No. of Lives and estimated Value of Property Lost. 19.	Circumstances which caused the Casualty. 20.	Was the Vessel driven back; and, if so, how far had she reached Southward or Northward on her Voyage? 21.	State any Particulars that can throw Light on the Cause of the Casualty. 22.	Might the Casualty have been prevented or mitigated by the proposed Works at the Tyne, at Hartlepool, and at Filey? 23.
8 30 p.m.	Dark	S.E. 6	½ flood	Foundered; total	–	Sprung a leak, which could not be kept under.	No	–	Force of wind under 9.
3 a.m.	Fine	E.N.E. 5	Low water	Stranded; total	–	Breaking of tow rope	–	–	Ditto.
9 a.m.	Clear	E.N.E. 5	½ ebb	Foundered; total	nil 876 *l.*	Imperfect repairs and stress of weather.	No	Sprung a leak	Ditto.
4 p.m.	Hazy	E.S.E. 5	Nearly high water.	Stranded; got off	nil 130 *l.*	Took ground while being towed out.	–	Struck before reaching bar.	Ditto.
8 a.m.	Fine	W. 9	–	Leaky; partial	–	Sprung a leak	No	–	No.
5 30 a.m.	Thick	S.W. 9	¾ flood	Stranded; total	nil 1,000 *l.*	No lead nor look out	–	Want of proper look-out. Wind S.W. Weather clear.	No.
–	Cloudy	N.W. 6	–	Stranded	–	Too close to land; sudden change of wind.	–	–	Force of wind under 9.
6 a.m.	Fog	W.S.W. 2.	High water	Stranded	–	Inattention in a thick fog.	–	–	Ditto.
3 a.m.	Hazy	S.W. 6	–	Stranded; total	nil 400 *l.*	Sprung a leak in bad weather. Run ashore to save life.	–	–	Ditto.
5 15 p.m.	Hazy	W.S.W. 5.	High water	Stranded; got off	nil 210 *l.*	Stood in too close; ignorance of coast.	–	Thick weather	Ditto.
4 30 p.m.	Thick fog	S.W. 4	Near high water.	Stranded; partial damage.	–	Negligence in not using lead.	–	Neglect of lead. Vessel had not taken more than one observation since leaving port.	Ditto.
5 30 p.m.	Cloudy	S.S.E. 8	–	Stranded; total loss	nil 4,500 *l.*	Struck on the bar from an insufficient depth of water; parted tow rope and drove on rocks.	–	Error of pilot	Ditto.
8 15 a.m.	Clear	S.E. 9	High water	Stranded; partial damage.	–	Sea very heavy; bore up for Hartlepool, took the bar, struck heavily, and sprung a leak.	Whitby	Stress of weather	Yes; **HARTLEPOOL.**
7 a.m.	Cloudy	W.S.W. 6.	¼ ebb	Stranded; partial damage.	nil 100 *l.*	Sprung a leak when in tow of a steamer; fell over on the rocks and became waterlogged.	–	Supposed to have struck upon a sunken wreck.	Force of wind under 9.
3 p.m.	Cloudy	W.N.W. 9.	½ flood	Dismasted; partial damage.	–	Blowing hard and heavy sea; masts, sails, and yards carried away. Put into Bridlington to refit.	–	Stress of weather	Yes; **FILEY.***
1 a.m.	Sleet	N.W. by N. 10	¾ ebb	Loss of sails, &c.; partial damage.	–	Lost masts and sails and sprung a leak; put into Bridlington.	–	Stress of weather	Yes; **FILEY.***
11 p.m.	Snow; showery	N.E. 11	–	Dismasted; partial damage.	–	Mainsail split, and main-boom, bowsprit, &c. carried away in a gale of wind. Put into Grimsby.	–	Stress of weather	Yes; **FILEY.***
Night.	Gale	N.N.E. 11	–	Stranded; total loss	12 1,960 *l.*	Struck on Shields Bar and sunk. Cause unknown.	–	–	Yes; **TYNE.**
5 a.m.	Snow; stormy	N. by E. 10.	½ flood	Dismasted; partial damage.	–	Struck by a heavy sea and sustained much damage. Put into Bridlington to discharge and repairs.	–	Stress of weather	Yes; **FILEY.***
–	Stormy	S.S.W. 9.	–	Loss of masts, &c.; partial damage.	nil 100 *l.*	Dismantled in a gale with heavy sea; ran to the Tyne for repairs.	Ran back to the Tyne.	Stress of weather	No.
5 45 a.m.	Squally	N.N.W. 11.	¾ flood	Stranded; total loss	nil 195 *l.*	Slipped from anchor; ran for the beach; struck and broke up.	–	Stress of weather	No.
6 p.m.	Clear	N.N.W. 11.	High water	Stranded; total loss	nil 325 *l.*	Sprung a leak, ran for the beach, struck and became a total wreck.	Farn Islands	Stress of weather	Yes; **HARTLEPOOL.**
6 p.m.	Hazy	S.S.W. 5	2 hours' flood	Stranded; partial damage.	nil 35 *l.*	Missed stays, and took the ground.	–	–	Force of wind under 9.
9 40 p.m.	Cloudy	S.S.E. 8.	–	Stranded; partial damage.	–	Struck on the bar in making harbour, there not being a sufficient depth of water on bar.	–	Negligence of pilot	Ditto.
3 p.m.	Clear	S.E. 6	1 hour past high water.	Foundered; total loss.	nil 1,270 *l.*	Sprung a leak; put back for Whitby; but before reaching that place, filled and sunk.	Flamborough Head.	Unseaworthy	Ditto.

* See Foot Note page 51.

Wrecks and Casualties (otherwise than by Collision) on the North-east Coast of England,

NAME of SHIP. 1.	Port of Register (if British). 2.	Port Sailed from. 3.	Date of Sailing. 4.	Hour of Sailing. 5.	Weather at Time of Sailing. 6.	Wind at Time of Sailing. 7.	Tide Stream at Time of Sailing. 8.	Port Bound to. 9.	Whether in Ballast or with Cargo. Ballast. 10.	Cargo. 11.	Exact Spot where Casualty happened. 12.	Date of Casualty. 13.
1858—*continued.*												
(282) Billow - - Brig—98—5. (16 years.)	Lowestoft -	Sunderland -	5 Feb.	8 a.m.	- -	W.	- -	Lowestoft -	-	Coals	Runswick Bay	11 Feb.
(283) Friends Goodwill Brig—57—5. (Unknown.)	South Shields -	Shields - -	-	- -	- -	- -	- -	London -	-	Coals	Upgang Rocks, Whitby Roads.	12 Feb.
(284) Romance - - Brig—279—11. (20 years.)	Shields - -	Shields - -	18 Feb.	4 p.m.	Clear - -	- -	- -	Alicante -	-	Coals	Robin Hood's Bay.	17 Feb.
(285) Drydens - - Barque—381—13. (7 years.)	South Shields -	Shields - -	18 Feb.	- -	Thick - -	W. by N.	- -	Constantinople.	-	Coals	Black Middens, Mouth of River Tyne.	18 Feb.
(286) Edwin - - Brig—219—8. (28 years.)	London - -	Shields - -	17 Feb.	5 p.m.	Fair - -	Light	- -	London -	-	Coals	Off Scarborough	19 Feb.
(287) Colony - - Brigantine—145—6. (17 years.)	Whitby - -	Shields - -	5 Feb.	- -	- -	- -	- -	Whitstable -	-	Coals	Spanish Fort, Sunderland.	21 Feb.
(288) Francis - - Brig—135—6. (39 years.)	Stockton - -	Middlesbro'	16 Feb.	- -	- -	N.E.	- -	London -	-	Coals	Hartlepool Bar	21 Feb.
(289) Nairns - - Brig—264—9. (16 years.)	Shields - -	Shields - -	-	- -	- -	- -	- -	Hamburgh -	-	Coals	½ mile S. of Amble.	1 Mar.
(290) Poultons - - Schooner—94—6. (20 years.)	Southampton -	Aberdeen -	27 Feb.	- -	- -	- -	- -	Sunderland	Ballast	- -	Behind the N. Pier, Sunderland.	1 Mar.
(291) Perseverance - Schooner—67—4. (Age unknown.)	Hartlepool -	Peterhead -	-	- -	- -	- -	- -	Hartlepool -	Ballast	- -	3½ miles N. of Hartlepool Light.	1 Mar.
(292) Stripe - - Brig—180—7. (7 years.)	Banff - -	Aberdeen -	-	- -	- -	- -	- -	London -	-	Stones	Near the Farn Islands.	3 Mar.
(293) Marquis Camden Brig—202—8. (Age unknown.)	Rochester -	Sunderland -	-	- -	- -	- -	- -	Rochester -	-	Coals	Flamborough Head, W. by S. 14 miles.	5 Mar.
(294) Competitor - Brig—104—6. (17 years.)	Ipswich - -	Grangemouth -	-	- -	- -	- -	- -	Calais - -	-	Iron	7 miles E. of Scarborough.	6 Mar.
(295) Williams - - Brig—181—7. (35 years.)	Sunderland -	Sunderland -	4 Mar.	- -	Fine - -	N.W.	- -	Rouen - -	-	Coals	Dimilton, bearing W.S.W. 20 miles.	6 Mar.
(296) George and Elizabeth. Smack—40—4. (8 years.)	Jersey - -	Port au Craig -	-	- -	- -	- -	- -	Pentywan -	-	Potatoes	20 miles N. of Whitby.	7 Mar.
(297) Pedestrian - Schooner—75—4. (5 months.)	Buckie - -	Caledonian Canal.	-	- -	- -	- -	- -	Middlesbro' -	-	Wood Sleepers.	Bridlington -	8 Mar.
(298) Maida - - Brig—241—7. (23 years.)	Scarborough -	Hartlepool -	4 Mar.	- -	- -	N. 3	- -	London -	-	Coals	6 miles N.E. of Steers.	8 Mar.
(299) Catherine - Schooner—75—5. (17 years.)	Inverness -	Inverness -	24 Feb.	- -	- -	- -	- -	Sunderland -	-	Pit props and deals.	Bridlington Harbour.	9 Mar.
(300) Diamond - - Brig—161—7. (32 years.)	Sunderland -	Sunderland -	12 Mar.	2 p.m.	- -	W.S.W. 5.	- -	London -	-	Coals	S. of Whitby Harbour.	13 Mar.
(301) Drono - - Schooner—107—6. (14 years.)	Colchester -	London - -	7 Mar.	- -	- -	- -	- -	Seaham -	Ballast	- -	At entrance of Seaham Harbour.	16 Mar.
(302) Edendale - - Ship—890—24. (4 years.)	Newcastle -	Sunderland -	-	- -	- -	- -	- -	Newcastle -	-	Coals	Hendon Rock, Sunderland.	18 Mar.
(303) Rosedale - - Steam Ship—264—14. (3 years.)	Newcastle -	London - -	30 Mar.	1 p.m.	Dull - -	S.W.	- -	Newcastle -	Ballast	- -	Long Scar Rocks.	18 Mar.
(304) Tulloch Castle - Barque—502—17. (31 years.)	London - -	Sunderland -	31 Mar.	- -	Hazy - -	N.E. 5	- -	Aden - -	-	Coals	The Bull Sand	1 April
(305) Isabella - - Schooner—92—5. (16 years.)	Arbroath -	Arbroath -	-	- -	- -	- -	- -	Sunderland -	Ballast	- -	S. Pier, Sunderland.	1 April
(306) North Star - Schooner—92—4. (Age unknown.)	Yarmouth -	Sunderland -	31 Mar.	4 a.m.	- -	- -	- -	Lowestoft -	-	Coals	In the Humber	1 April

between the Farn Islands and Flamborough Head, during the Five Years ending 1860—*continued.*

Hour of Casualty. 14.	Weather at Time of Casualty. 15.	Wind at Time of Casualty. 16.	Tide at Time of Casualty. 17.	Nature of Casualty, and whether occasioning Total Loss or only Partial Damage 18.	No. of Lives and estimated Value of Property Lost. 19.	Circumstances which caused the Casualty. 20.	Was the Vessel driven back; and, if so, how far had she reached Southward or Northward on her Voyage? 21.	State any Particulars that can throw Light on the Cause of the Casualty. 22.	Might the Casualty have been prevented or mitigated by the proposed Works at the Tyne, at Hartlepool, and at Filey? 23.
3.30 p.m.	Cloudy - -	E. 6.	- - -	Stranded; partial damage.	-	Was at anchor in the Bay, when, in consequence of heavy sea running, cables parted, and she ran ashore.	- - -	- - - -	Force of wind under 9.
2 p.m.	Dull - -	E. 10	High water -	Stranded; partial damage.	-	Vessel unable to make harbour for want of pilot; crew taken off by lifeboat, and vessel by coblemen.	Spurn Light -	Blowing a heavy gale. Unable to obtain a pilot.	Yes; HARTLEPOOL.
Unknown	Variable - -	S.E 9	- - -	Leaky; partial damage.	-	Weather very squally; sea very heavy. Vessel strained considerably, and made much water. Put into Leith, and discharged for repairs.	Robin Hood's Bay	Stress of weather -	Yes; HARTLEPOOL.
6.30 a.m.	Thick - -	W. by N. 1.	High water -	Stranded; partial damage.	-	Ran ashore in thick weather.	- - -	- - - -	Force of wind under 9.
4 p.m.	Variable - -	S. & E. 9	- - -	Leaky; partial -	-	- - - -	Tyne - - -	- - - -	Yes; TYNE.
9 p.m.	Clear - -	S.S.E. 6	High water -	Stranded; total loss	nil 640 *l.*	Sprung a leak, became waterlogged, and in crossing bar drove ashore.	Whitby - -	Vessel would not steer for want of more sail. Want of seamanship.	Force of wind under 9.
9 p.m.	Stormy - -	S.E. 9	- - -	Stranded; partial damage.	-	Struck on the bar while trying to make harbour for shelter.	Flamborough Head.	- - - -	Yes; FILEY.
9 p.m.	Cloudy - -	E. 10	Low water -	Stranded; total loss	7 1,700 *l.*	Sprung a leak, and was run ashore to save life and property.	- - -	Stress of weather -	No.
5.30 a.m.	Snow; squally	E. 10	High water -	Stranded; total loss	nil 550 *l.*	Drove ashore in thick weather.	- - -	Thick weather prevented lights from being seen.	No.
Unknown	Cloudy - -	E. by S. 8	¾ flood -	Stranded; partial damage.	nil 60 *l.*	Driven on a lee-shore	- - -	Stress of weather - -	Force of wind under 9.
Unknown	Snow showers	E. 10	- - -	Foundered; total loss	7	Unknown. All hands lost.	- - -	- - - -	No.
8 a.m.	Very bad -	N.N.W. 9	½ ebb - -	Abandoned; total loss.	nil 1,650 *l.*	Sprung a leak - -	- - -	Stress of weather - -	No.
3 p.m.	Snowstorm -	N.N.W. 9	- - -	Leaky; partial damage.	1 5 *l.*	Damaged by shipping seas; put into Bridlington.	- - -	Stress of weather - -	FILEY.*
2.15 p.m.	Cloudy, with snow.	N.E. by N. 6.	Ebb - -	Foundered; total -	nil 1,250 *l.*	Leaky, off Flamborough Head; bore up for Humber; leak increased; sunk.	- - -	Leaky - - - -	Force of wind under 9.
7 a.m.	Clear - -	N.N.W. 9	- - -	Dismasted; partial damage.	1 15 *l.*	Dismasted in a gale; put into Bridlington.	- - -	Stress of weather -	FILEY.*
3.30 p.m.	Clear - -	N.W. 7	¾ flood -	Partial - -	-	Struck on South Pier; carried away bowsprit, &c.	Filey - -	- - - -	Force of wind under 9.
11 p.m.	Squally - -	N.E. 8	High water -	Leaky; partial damage.	-	Shipped heavy seas, and sprung a leak; put into Bridlington for repairs.	- - -	Stress of weather - -	Ditto.
.30 a.m.	Clear - -	W.N.W. 7	High water -	Leaky; partial -	nil 25 *l.*	Struck on South Pier; bow stove in; sunk in harbour.	Filey - - -	Not answering helm -	Ditto.
.15 p.m.	Hazy - -	W.S.W. 5	- - -	Stranded; partial damage.	-	Helm ported instead of being put to starboard	- - -	Weather thick with rain. Bad seamanship.	Ditto.
.30 a.m.	Cloudy - -	W. NW. 6	½ flood -	Stranded; partial damage.	nil 1,000 *l.*	Hauled up too close to the North Pierhead, and got on the piles.	- - -	Mismanagement of pilot.	Ditto.
- -	Hazy - -	Variable, 1	1 hour's ebb	Stranded; partial damage.	-	Ship in charge of pilot. Set on rocks by strong current.	- - -	Error or incompetency of pilot.	Ditto.
11 a.m.	Squally - -	N.N.E. 7	Near low water	Stranded; total loss	nil 7,000 *l.*	Parted cables, drove on to rocks, and became a wreck.	Sunderland -	Attempted to make harbour at wrong time; backed out, and weather being squally, became unmanageable.	Ditto.
1 p.m.	Hazy - -	N. 9	- - -	Stranded; partial damage.	nil 150 *l.*	Shipped a sea and sprung a leak between Whitby and Flambro' Head. Ran for the Humber, and struck upon the Bull Sand.	Filey - - -	Stress of weather - -	Yes; FILEY.
.30 p.m.	Clear - -	N.N.W. 1	- - -	Stranded; total loss	nil 2,000 *l.*	Tow-rope parted, and there being but a light wind, vessel could not wear, and drove on to rocks.	- -	- - - -	Force of wind under 9.
.30 p.m.	Clear - -	N.N.E. 9	- - -	Leakly; partial -	-	Leaky; bore away for the Humber; got into Grimsby.	Filey - - -	Leaky - - - -	Yes; FILEY.*

* See Foot Note, page 51.

Wrecks and Casualties (otherwise than by Collision) on the North-East Coast of England,

NAME OF SHIP.	Port of Registry (if British).	Port Sailed from.	Date of Sailing.	Hour of Sailing.	Weather at Time of Sailing.	Wind at Time of Sailing.	Tide Stream at Time of Sailing.	Port Bound to.	Whether in Ballast or with Cargo.		Exact Spot where Casualty happened.	Date of Casualty.
									Ballast.	Cargo.		
1.	2.	3.	4.	5.	6.	7.	8.	9.	10.	11.	12.	13.
1858—*continued.*												1858.
(307) William and Sarah Brig—226—9. (24 years.)	Shields	Shields	31 Mar.	—	—	—	—	Hamburgh	—	Coals	Off Flamborough Head.	1 April
(308) Kingfisher Schooner—61—3. (Age unknown.)	Whitby	Newcastle	30 Mar.	6 30p.m.	Thick, with rain.	S.W.	—	Skinninggrove	Ballast	—	Bran Sands, off Redcar.	3 April
(309) Coburg Brig—114—5. (30 years.)	Whitby	Shields	4 April	6 a.m.	—	N.E.	—	Rouen	—	Coals	Bridlington harbour, S. Pier.	8 April
(310) Minerva Brig—143—5. (52 years.)	Whitby	Newcastle	4 April	7 a.m.	—	N. 5	—	Dieppe	—	Coals	Scarborough	8 April
(311) Steerwell Schooner—61—4. (16 years.)	Whitby	Shields	30 Mar.	—	—	W.S.W.	—	Rosedale	Ballast	—	7 miles N. of Whitby.	17 April
(312) Amphitrite Brig—277—9. (50 years.)	South Shields	Shields	15 April	4 30a.m.	—	S.S.E. 9	—	London	—	Coals	15 miles N. by E. of Flamborough Head.	18 April
(313) Elizabeth Schooner—49—3. (Age unknown.)	Hull	Middlesborough	22 April	—	Fine	S.E.	—	Brussels	—	Iron	Near Whitby	23 April
(314) The Brothers Coble—5—2. (Age unknown.)	Hartlepool	Whitby	24 April	3 p.m.	—	—	—	West Hartlepool.	Ballast	—	½ mile from Upgang Rock.	24 April
(315) Sea Brig—200—7. (20 years.)	Hartlepool	Liverpool	12 April	11 a.m.	—	N.W.	—	Newcastle	—	Salt	Noxes Rock, close to the Inner Farn Island.	25 April
(316) True Blue Sloop—31—3. (75 years.)	St. Andrews	Newcastle	1 May	—	—	—	—	St. Andrews	—	Coals	Newbiggin Bay	2 May
(317) Cochrane Steam-ship—373—16. (4 years.)	Sunderland	London	—	—	—	—	—	Sunderland	—	General	Whitburn Steel	14 May
(318) St. Clair Steam-ship—15—3. (5 years.)	Newcastle	Newcastle	—	—	—	—	—	Sunderland	Ballast	—	Near Sunderland	14 May
(319) Messenger Schooner—174—8. (Age unknown)	Aberdeen	Shields	10 June	4 p.m.	Calm	S.	—	Leghorn	—	Coals	Upgang Rock—1 mile N. of Whitby.	11 June
(320) Ivy Ketch—63—2. (22 years.)	Stockton	Whitby	24 July	5 p.m.	—	S. 4	—	Newcastle	—	Ironstone	Between Seaham and Hartlepool.	24 July
(321) Gem Smack—32—5. (2 years.)	Yarmouth	Hartlepool	24 July	—	—	S.	—	Lowestoft	Ballast	—	Middleton Beach, Hartlepool.	25 July
(322) Belle Brig—198—8. (5 months.)	Whitby	Bridport	21 July	—	—	—	—	Shields	Ballast	—	7 miles from Filey.	25 July
(323) Grace Brig—164—7. (27 years.)	Hartlepool	Shields	—	—	—	—	—	London	—	Coals	20 miles from Flamborough Head.	25 July
(324) Venus Brig—16[illegible]—7. (3 years.)	Hartlepool	Hartlepool	24 July	—	Fine	N.W.	—	London	—	Coals	Doggerbank	26 July
(325) Amulet Brig—182—8. (18 years.)	Blyth	Sunderland	21 Aug.	2 p.m.	Heavy sea	N. 6	—	Lisbon	—	Coals	Whitby Rocks	21 Aug.
(326) Times Steam-ship—12—134. (12 years.)	London	Harlingen	—	—	—	—	—	Newcastle	—	General	30 miles from Huntcliff Foot.	22 Aug.
(327) Rosebud Brigantine—137—5. (10 years.)	Shields	Hamburgh	7 Sept.	—	—	—	—	Shields	Ballast	—	Herd Sand	13 Sept.
(328) Zephyr Sloop—27—2.	Whitby	Kittleness	—	—	—	—	—	Shields	—	Ironstone	Runswick Beach	14 Sept.
(329) Alpha Schooner—134—7. (Age unknown.)	Rochester	Rochester	27 Sept.	—	—	—	—	Blyth	Ballast	—	14 miles E.S.E. of Coquet Light.	1 Oct.
(330) Devon Brig—151—6. (18 years.)	Sunderland	Shields	30 Sept.	—	—	—	—	Dordt	—	Coals	5 miles E. of the Dudgeon Light.	2 Oct.
(331) William Clowes Sloop—39—2. (7 years.)	Newcastle	Port Mulgrave	5 Oct.	5 p.m.	—	—	—	Shields	—	Ironstone	Rosedale Shaft, off Port Mulgrave.	6 Oct.
(332) Cove Brig—172—8. (Age unknown.)	Newcastle	Shields	6 Oct.	—	—	—	—	Oporto	—	Coals	60 miles S. of Shields.	6 Oct.

between the Farn Islands and Flamborough Head, during the Five Years ending 1860—*continued.*

Hour of Casualty. 14.	Weather at Time of Casualty. 15.	Wind at Time of Casualty. 16.	Tide at Time of Casualty. 17.	Nature of Casualty, and whether occasioning Total Loss or only partial Damage. 18.	No. of Lives, and estimated Value of Property lost. 19.	Circumstances which caused the Casualty. 20.	Was the Vessel driven back; and, if so, how far had she reached Southward or Northward on her Voyage? 21.	State any Particulars that can throw Light on the Cause of the Casualty. 22.	Might the Casualty have been prevented or mitigated by the proposed Works at the Tyne, at Hartlepool, and at Filey? 23.
Unknown	Rain	N.N.E. 9	-	Leaky; partial damage.	nil 10 *l.*	Vessel struck by a sea, which carried away bulwarks, shifted cargo, and caused her to spring a leak. Put into Grimsby.	-	Stress of weather	No.
3 a.m.	Bad	E.N.E. 10	-	Stranded; partial damage.	-	Vessel having her sails split, became unmanageable, and drove on to sands.	Runswick	Stress of weather	No.
7 45 a.m.	Hazy	E.S.E. 9	½ flood	Stranded; total	-	Drifted ashore at back of South pier.	Filey	Stress of weather	Yes; FILEY.
Noon	Cloudy	E.S.E. 8	High water	Stranded; partial damage.	-	Sprung a leak, and was run ashore.	Between the Humber and Dimlington.	Unseaworthy	Force of wind under 9.
3 p.m.	Fine	S.W. 2	High water	Stranded; partial damage.	-	Took the ground while shipping cargo, and knocked a hole in her bottom.	-	Anchored in a foul berth	Ditto.
5 a.m.	Hazy	W.S.W. 3	½ flood	Foundered; total loss.	-	Sprung a leak and sunk	-	Unseaworthy	Ditto.
1 a.m.	Very thick	S.S.W. 10	-	Stranded; partial damage.	-	Struck and sprung a leak. Ran to Lowestoft and discharged.	-	Neglect of lead; weather very thick.	No.
3 30 p.m.	Squally	W.N.W. 3 to 6.	-	Capsized; total loss	2	Capsized in a sudden squall, and sunk in deep water.	-	Carrying too much sail	Force of wind under 9.
Midnight	Very thick	N.W. 1	2 hours' ebb	Stranded; partial loss.	nil 120 *l.*	Struck on the rock in thick weather.	-	Thick weather, and set of tide.	Ditto.
10 a.m.	Cloudy	N.E. 8	Nearly low water.	Leaky; partial damage.	-	Sprung a leak, and was run ashore.	Off the Coquet	Stress of weather	Ditto.
2 30 a.m.	Thick	N.W. 1	Nearly high water.	Stranded; partial damage.	nil 500 *l.*	Thick weather; vessel much shaken; bottom bilged, &c.; put into Shields.	-	-	Ditto.
7 45 a.m.	Clear	S.S.E. 1	¾ ebb	Stranded; partial damage.	nil 100 *l.*	Thrown out of the channel by a heavy sea, and being late on tide.	-	Want of caution	Ditto.
8 a.m.	Thick fog	N.N.W. 3	½ ebb	Stranded; partial damage.	-	Weather very thick; lead not hove; course steered injudicious.	-	Neglect of lead	Ditto.
11 p.m.	Stormy	S.S.E. 5	Low water	Foundered; total loss.	1 200 *l.*	In a violent storm rolled and would not steer; sprung a leak, and sunk.	-	Stress of weather	Ditto.
Unknown	Thick, with rain	E.S.E. 9	-	Stranded; partial loss.	nil 100 *l.*	Parted cables in Hartlepool Bay, and drove ashore.	Huntcliff Foot	Stress of weather	Yes; HARTLEPOOL.
11 30 a.m.	Heavy rain	N.W. 10	-	Dismasted, &c.; partial damage.	-	Canted ballast and was thrown on beam ends, which rendered it necessary for masts and rigging to be cut away; put into Grimsby.	-	-	No.
10 p.m.	Rain; heavy sea.	N. 9	-	Foundered; total loss.	nil 800 *l.*	Vessel being struck by a heavy sea, sprung a leak, filled, and sunk.	-	Stress of weather	No.
Unknown	Hazy	N.W. 10	-	Foundered; total	nil 700 *l.*	Sprung a leak, and foundered.	-	Leaky	No.
9 20 p.m.	Thick	N. 8	¼ flood	Stranded; total loss	nil 1,400 *l.*	Struck on the bar in coming out, and sprung a leak; subsequently missed stays, and fell on the rocks.	-	Stress of weather; driven on a lee shore.	Force of wind under 9.
-	Heavy swell from North.	Calm	High water	Stranded; total loss	-	The screw shaft having broken, and stem plates started, vessel filled and sunk.	-	Imperfect gearing	Ditto.
8 p.m.	Hazy	N.E. by W. 5.	High water	Stranded; partial damage.	-	Trying to make harbour before lights were exhibited.	-	Negligence	Ditto.
8 a.m.	Thick	E.N.E. 7	High water	Stranded; partial damage.	-	Sprung a leak; parted from anchor, and ran ashore.	-	-	Ditto.
8 p.m.	Wet, with squalls.	W.N.W. 6	Low water	Disabled; partial	-	Loss of sails; masts carried away; kelson split, &c.	-	Loss of sails, &c.	Ditto.
1 a.m.	Hazy	W. 8	½ flood	Foundered; total loss.	1 980 *l.*	Sprung a leak after leaving Shields, which increased until vessel foundered.	-	Stress of weather	Ditto.
7 a.m.	Clear	N.W. by N. 6.	¾ ebb	Foundered; total loss.	nil 300 *l.*	Vessel was at anchor; when tide rising she filled and sunk.	-	The sea rising very suddenly, prevented the master from weighing or slipping his anchor.	Ditto.
4 30 p.m.	Rain	S.S.W. 8	Low water	Leaky; partial damage.	nil 100 *l.*	Sprung a leak; run back to Seaham, and thence to Shields.	60 miles S. of Shields.	Unseaworthy	Ditto.

Wrecks and Casualties (otherwise than by Collision) on the North-East Coast of England,

NAME OF SHIP.	Port of Registry (if British).	Port Sailed from.	Date of Sailing.	Hour of Sailing.	Weather at Time of Sailing.	Wind at Time of Sailing.	Tide Stream at Time of Sailing.	Port Bound to.	Whether in Ballast or with Cargo.		Exact Spot where Casualty happened.	Date of Casualty.
									Ballast.	Cargo.		
1.	2.	3.	4.	5.	6.	7.	8.	9.	10.	11.	12.	13.
1858—*continued.*												1858.
(333) John - - Schooner—114—6. (Age unknown.)	Ramsgate -	Hartlepool -	17 Oct.	Noon	- -	- -	- -	Ramsgate -	- -	Coals -	Off the Dudgeon	17 Oct.
(334) Nestor - - Brigantine—169—6. (17 years.)	London - -	Lynn -	28 Oct.	-	- -	S.	- -	Seaham -	Ballast -	- -	Tate Hill Pier, Whitby Harbour.	5 Nov.
(335) Preciosa - - Brig—188—9. (Age unknown.)	Griefswald -	Memel - -	19 Oct.	-	Fine - -	N.E.	- -	Hartlepool -	- -	Timber -	At entrance to West Hartlepool Harbour.	5 Nov.
(336) Lord Hill - - Schooner—65—4. (44 years.)	Inverness -	Hartlepool -	1 Nov.	-	Thick - -	S.W.	- -	Nairn - -	- -	Coals -	Herd Sand -	6 Nov.
(337) Princess Royal - Schooner—185—6. (Age unknown.)	Scarborough -	Hamburgh -	7 Nov.	6 p.m.	- -	N.E. 6	- -	Hartlepool -	Ballast -	- -	74 miles off Flamborough Head.	11 Nov.
(338) Felicity - - Brig—125—6. (60 years.)	Lynn - -	Hartlepool -	11 Nov.	6 a.m.	- -	N. W.	- -	Lynn - -	- -	Coals -	Abreast of Filey	14 Nov.
(339) Antilles - - Brig—194—8. (24 years.)	Shields - -	Rotterdam -	13 Nov.	-	- -	- -	- -	Shields -	Ballast -	- -	1 mile N. of Burmiston.	15 Nov.
(340) Caspian - - Brig—184—8. (9 years.)	Whitby - -	Boulogne -	-	-	- -	- -	- -	Amble - -	Ballast -	- -	Off Amble -	15 Nov.
(341) Olive - - Sloop—44—3. (35 years.)	Leith - -	Leith - -	18 Nov.	-	- -	- -	- -	Newcastle -	- -	Pig iron	Blyth - -	19 Nov.
(342) Volusia - - Brig—146—6. (9 years.)	Lynn - -	London - -	11 Nov.	-	- -	- -	- -	Seaham -	Ballast -	- -	Near Seaham Lighthouse.	24 Nov.
(343) British Queen - Brig—219—8. (Age unknown.)	Colchester -	Shields - -	23 Nov.	4 a.m.	- -	- -	- -	London -	- -	Coals -	Off Flamborough Head.	25 Nov.
(344) Nautilus - - Brig—134—7. (24 years.)	Whitby - -	Blythe - -	23 Nov.	-	Thick - -	W.N.W.	- -	Dieppe -	- -	Coals -	Hartlepool Bar	25 Nov.
(345) Alert - - - Sloop—48—3. (18 years.)	Boston - -	Boston - -	18 Nov.	-	- -	- -	- -	Sunderland -	- -	Wheat -	7 miles off Tynemouth.	25 Nov.
(346) Great Northern - Steam-ship—332—15. (4 years.)	Wisbeach -	London - -	24 Nov.	-	- -	- -	- -	Sunderland -	Ballast -	- -	Sunderland -	25 Nov.
(347) Minerva - - Schooner—129—7. (10 years.)	Colchester -	London - -	13 Nov.	-	Thick - -	N.N.E.	- -	Shields -	Ballast -	- -	¼ mile S. of Amble Pier.	25 Nov.
(348) Protector - - Brig—200—8. (18 years.)	Shields - -	Amble - -	23 Nov.	5 p.m.	- -	W. 1	- -	Bruges - -	- -	Coals -	½ mile S. of Amble Pier.	25 Nov.
(349) Nathaniel - - Brig—165—7. (11 years.)	Shields - -	Rotterdam -	-	-	- -	- -	- -	South Shields	Ballast -	- -	200 yards S. of Pier, South Shields.	25 Nov.
(350) Symmetry - - Brig—148—6. (41 years.)	Lynn - -	Sunderland -	23 Nov.	2 p.m.	Fine - -	W.N.W.	- -	Lowestoft -	- -	Coals -	Sandsend Beach	26 Nov.
(351) Willing Mind - Brig—127—6. (52 years.)	Scarborough -	Middlesborough	3 Dec.	1 p.m.	- -	S.W. 6	- -	London -	- -	Coals -	Thornwick Bay near Flamborough.	4 Dec.
(352) Mary - - - Brigatine—154—7. (New.)	Prince Edward's Island.	Prince Edward's Island.	-	-	- -	- -	- -	Newcastle -	- -	Timber -	Howick Rocks, Northumberland.	15 Dec.
(353) Victory - - Brigatine—134—6. (2 years.)	Sunderland -	Sunderland -	15 Dec.	10 a.m.	- -	- -	- -	Honfleur -	- -	Coals -	9 miles S.E. of Seaham.	16 Dec.
(354) Albion - - Sloop—46—3. (12 years.)	Lynn - -	Newcastle -	14 Dec.	7 a.m.	Moderate -	N.W.	- -	London -	- -	Coals -	Tees Bay - -	16 Dec.
(355) Lord Seaton - Barque—416—12. (18 years.)	Sunderland -	Spain - - -	-	-	- -	- -	- -	Sunderland -	Ballast -	- -	Off Huntcliffe -	22 Dec.

between the Farn Islands and Flamborough Head, during the Five Years ending 1860—*continued.*

Hour of Casualty. 14.	Weather at Time of Casualty. 15.	Wind at Time of Casualty. 16.	Tide at Time of Casualty. 17.	Nature of Casualty, and whether occasioning Total Loss or only partial Damage. 18.	No. of Lives and estimated Value of Property lost. 19.	Circumstances which caused the Casualty. 20.	Was the Vessel driven back; and, if so, how far had she reached Southward or Northward on her Voyage? 21.	State any Particulars that can throw Light on the Cause of the Casualty. 22.	Might the Casualty have been prevented or mitigated by the proposed Works at the Tyne, at Hartlepool, and at Filey? 23.
Unknown	Cloudy	N.E. 8	–	Disabled; partial	nil 50 *l.*	Loss of sails; leaky; towed into Yarmouth.	–	Loss of sails, &c.	Force of wind under 9.
5 p.m	Stormy	N.E. 9	High water	Stranded; partial damage.	–	Took the ground in proceeding up channel of harbour, through the helm being starboarded in error.	–	Error in judgment	No.
6 30 p.m.	Thick	N.E. 9	Half ebb	Stranded; partial damage.	nil 260 *l.*	In attempting to take the harbour, struck on the bar, filled, and sunk.	–	Stress of weather, and want of pilot.	Yes; **HARTLEPOOL.**
3 a.m.	Hail and rain	N.E. 8	High water	Stranded; partial damage.	nil 130 *l.*	On crossing Tynemouth bar, vessel refused to answer her helm; was driven to leeward on to the sand.	10 miles N. of the Coquet.	Stress of weather; driven on a lee shore.	Force of wind under 9.
5 10 a.m.	–	E.N.E. 8	–	Foundered; total loss.	nil 700 *l.*	Sprung a leak; was abandoned by crew, and subsequently sunk.	–	–	Ditto.
5 p.m.	Hazy	E. by S. 11	½ flood	Stranded; total loss	nil 800 *l.*	Sprung a leak, and was run ashore to prevent her foundering.	–	Unseaworthy. This vessel ran for Filey Bay, intending to anchor there, but was unable to do so on account of there being too much broken water.	Yes; **FILEY.**
3 30 a.m.	Very hazy	E. by S. 9	¾ ebb	Stranded; partial damage.	–	Vessel dragged her anchors, and was run ashore to save lives of crew.	–	Stress of weather; driven on a lee shore.	No.
10 30 a.m.	Clear	E.S.E. 8	1 hour's ebb	Stranded; partial	–	Took the ground on entering the harbour, and broached to, and struck the jetty.	–	–	Force of wind under 9.
5 p.m.	Hazy	N.W. 4	Half ebb	Stranded; total	nil 205 *l.*	Vessel broached to, and struck on the rocks.	–	Defective rudder	Ditto.
6 p.m.	Cloudy	S. 3	High water	Stranded; total loss	nil 600 *l.*	Tow rope parted, and before vessel could wear round, she drove ashore.	–	A heavy sea running	Ditto.
Unknown	A gale; heavy sea.	Unknown	Unknown	Abandoned; total loss.	–	Sprung a leak, and being unable to make Shields, bore away for Leith; but leak increasing, was abandoned by crew on the 27th.	Flamborough Head.	Stress of weather	Yes; **FILEY.**
9 a.m.	Stormy	S.E. 9	Half ebb	Stranded; total loss	nil 800 *l.*	Vessel being leaky, bore up for Hartlepool, and when taking the harbour struck the ground and filled.	Huntcliffe Foot	Failing to make harbour	Yes; **HARTLEPOOL.**
11 30 a.m.	–	S.S.E. 6	–	Foundered; total loss.	nil 1,000 *l.*	Sprung a leak, and was abandoned by crew.	–	Stress of weather	Force of wind under 9.
4 p.m.	Thick, and squally.	S.E. by S. 9	¾ flood	Stranded; partial damage.	–	On taking harbour with a fleet of ships, vessel became unmanageable through want of sea-room, and having struck against the pier, drove ashore.	–	–	No.
7 p.m.	Thick, with rain.	S.E. 9	High water	Stranded; partial damage.	nil 500 *l.*	Vessel dragged her anchors in Coquet Roads, and drove ashore.	–	Stress of weather	Yes; **TYNE.**
7 p m.	Thick, with rain.	S.E. 9	High water	Stranded; total loss	nil 700 *l.*	Sprung a leak; bore up for Coquet Roads, intending to anchor; but leak increasing, ran ashore.	Huntcliffe Foot	Stress of weather. A heavy sea running.	Yes; **HARTLEPOOL.**
7 30 p.m.	Thick, with rain.	S.E. 6	High water	Stranded; partial damage.	nil 150 *l.*	Mistaking lights, standing too close in shore, and neglecting to heave lead.	–	Negligence	Force of wind under 9.
11 a.m.	Clear	S.W. 7	Half ebb	Stranded; total loss	nil 1,050 *l.*	Vessel missed stays, and being leaky, was run ashore.	–	–	Ditto.
6 p.m.	Foggy	S.W. 2	2 hour's ebb	Stranded; total loss	–	Struck upon a rock, and filled; lead not hove.	–	Vessel steered too near the land.	Ditto.
10 p.m.	Thick	S.S.W. 2	High water	Stranded; total loss	nil 700 *l.*	Missed stays, and struck on the rocks.	–	Thick weather	Ditto.
5 30 a.m.	Hazy	E.S.E. 8	Low water	Abandoned; total loss.	nil 1,300 *l.*	Sprung a leak, and abandoned by crew.	–	Vessel supposed to have been badly constructed, it being her first voyage.	Ditto.
7 a.m.	Thick	S. 8	–	Foundered; total loss.	nil 460 *l.*	Topping lift gave way, and mainsail filled by a sea, which caused vessel to heel over on her beam ends, and fill with water.	Below Whitby	A heavy sea running	Ditto.
10 a.m.	Squally	W.S.W. 9	–	Loss of masts; partial damage.	nil 250 *l.*	Masts carried away by a heavy squall.	–	Stress of weather	No.

Wrecks and Casualties (otherwise than by Collision) on the North-East Coast of England,

NAME OF SHIP. 1.	Port of Registry (if British). 2.	Port Sailed from. 3.	Date o Sailing. 4.	Hour of Sailing. 5.	Weather at Time of Sailing. 6.	Wind at Time of Sailing. 7.	Tide Stream at Time of Sailing. 8.	Port Bound to. 9.	Whether in Ballast or with Cargo. Ballast. 10.	Cargo. 11.	Exact Spot where Casualty happened. 12.	Date of Casualty. 13.
1858--*continued.*												1858.
(356) Edward - - Brigantine—117—6. (18 years.)	Great Yarmouth	Seaham - -	22 Dec.	3 p.m.	- -	W.S.W.	- -	Yarmouth -	- -	Coals -	3 miles off Scarborough.	23 Dec.
(357) Coriander - - Schooner—29—3. (21 years.)	Lynn - -	Lynn - -	23 Dec.	9 a.m.	Hazy -	S. 5	- -	Sunderland	- -	Wheat -	½ mile S. of Robin Hood's Bay.	24 Dec.
(358) Caractacus - Barque—302—12. (13 years.)	Shields - -	Galway - -	28 Nov.	- -	- -	- -	- -	Shields -	Ballast -	- -	Herd Sand -	27 Dec.
1859:												**1859.**
(359) Falcon - - Steam Tug—14—4. (Age unknown.)	Sunderland -	Sunderland -	-	- -	- -	- -	- -	Southward -	Ballast -	- -	Mouth of River Wear.	4 Jan.
(360) Sarah - - Brig—314—11. (9 years.)	Shields - -	Newcastle -	5 Jan.	- -	- -	- -	- -	Lisbon -	- -	Coals -	Hepburn Shoal, River Tyne.	5 Jan.
(361) Sarah - - Sloop—39—3. (Age unknown.)	Berwick - -	Grangemouth -	5 Jan.	1 p.m.	Fine -	W.	- -	Shields -	- -	Scrap iron and scrap metal.	At entrance to North Sunderland Harbour.	7 Jan.
(362) Sir Edward Banks Schooner—95—5. (40 years.)	Aberdeen -	Hartlepool -	4 Jan.	- -	- -	- -	- -	Aberdeen -	- -	Coals -	Herd Sands, South Shields.	7 Jan.
(363) Betsy - - Schooner—66—4. (16 years.)	Sunderland -	Peterhead -	6 Jan.	- -	- -	- -	- -	Sunderland -	Ballast -	- -	Newbiggin Point	9 Jan.
(364) Cynthia - - Brig—202—8. (33 years.)	Sunderland -	London - -	21 Jan.	- -	- -	- -	- -	Sunderland -	Ballast -	- -	S. side of North Sea Haven, N. side of Flamborough Head.	24 Jan.
(365) Augusta - - Brig—83—5. (26 years.)	Lynn - -	Newburgh -	24 Jan.	- -	Fine -	W.N.W.	- -	Lynn - -	- -	Barley and oats.	Between Newburgh and Whitby.	24 Jan.
(366) Sir Alexander M'Kenzie. Brig—184—6. (41 years.)	Shields - -	Shields - -	-	- -	- -	- -	- -	London -	-	Coals -	30 miles off Scarborough.	25 Jan.
(367) Bell - - - Schooner—64—4. (17 years.)	Southampton -	Sunderland -	24 Jan.	4 a.m.	Clear -	W.N.W.	- -	Southampton	- -	Coals -	30 miles E.S.E. of Spurn.	25 Jan.
(368) Mary - - Ketch—68—5. (3½ months.)	Rye - -	Rye - -	-	- -	- -	- -	- -	Sunderland -	- -	- -	Trow Rock, Durham.	27 Jan.
(369) Gleaner - - Steam Tug—9—7. (3 years.)	Sunderland -	Camboise -	-	- -	- -	- -	- -	Sunderland -	- -	- -	Entrance of Camboise River.	29 Jan.
(370) Union - - Brig—190—9. (Age unknown.)	Dunkirk - -	Newcastle -	1 Feb.	3 p.m.	- -	W. 5	- -	Cette - -	- -	Coals -	Off Whitby -	1 Feb.
(371) Exchange - - Sloop—41—3. (14 years.)	Lowestoft -	W. Hartlepool	2 Feb.	- -	- -	- -	- -	Southwold -	- -	Coals -	Off Robin Hood's Bay.	2 Feb.
(372) Reuben - - Sloop—63—4. (30 years.)	Wells - -	W. Hartlepool	2 Feb.	- -	- -	- -	- -	Milton -	- -	Coals -	Off Whitby -	2 Feb.
(373) Active - - Sloop—45—3. (18 years.)	Hull - -	W. Hartlepool	2 Feb.	2 p.m.	- -	- -	- -	London -	- -	Iron -	Off Whitby -	2 Feb.
(374) Floreville - - Brig—178—7. (Age unknown.)	Stockton -	Middlesborough	2 Feb.	- -	- -	- -	- -	Southampton	- -	Coals -	Near Hartlepool	2 Feb.
(375) Saguenay - - Brig—129—7. (Age unknown.)	Hull - -	Newcastle -	2 Feb.	- -	- -	- -	- -	Lisbon -	- -	Coals -	Between Seaham and Hartlepool.	6 Feb.

between the Farn Islands and Flamborough Head, during the Five Years ending 1860—*continued.*

Hour of Casualty. 14.	Weather at Time of Casualty. 15.	Wind at Time of Casualty. 16.	Tide at Time of Casualty. 17.	Nature of Casualty, and whether occasioning Total Loss or only partial Damage. 18.	No. of Lives, and estimated Value of Property lost. 19.	Circumstances which caused the Casualty. 20.	Was the Vessel driven back; and, if so, how far had she reached Southward or Northward on her Voyage? 21.	State any Particulars that can throw Light on the Cause of the Casualty. 22.	Might the Casualty have been prevented or mitigated by the proposed Works at the Tyne, at Hartlepool, and at Filey? 23.
1 a.m.	Clear, but squally.	W. by S. 8	Low water -	Loss of masts; partial damage.	–	Masts carried away by a heavy squall.	- - -	Stress of weather - -	Force of wind under 9.
15 a.m.	Clear - -	W.N.W. 6	½ ebb - -	Stranded; total loss	nil 110 *l.*	When making for Robin Hood's Bay, missed stays, and drove on to a rock.	- - -	- - - - - -	Ditto.
8 a.m.	Hazy - -	W.N.W. 5	High water -	Stranded; partial damage.	–	When crossing Tynemouth Bar, tow-line parted, and vessel drove on to the sand.	- - -	- - - - - -	Ditto.
30 p.m.	Thick - -	W.S.W. 1	Nearly low water.	Stranded; total loss	nil 150 *l.*	Struck upon rocks, and immediately sunk.	- - -	Lead not hove. No light in binnacle.	Ditto.
30 p.m.	Fine - -	W.N.W.	Near high water.	Stranded; partial damage.	–	Grounded in consequence of an insufficient depth of water.	- - -	Error of judgment on part of pilot.	Ditto.
9 a.m.	Snow, and heavy sea.	N.N.E. 7	Last quarter ebb.	Stranded; total loss	nil 200 *l.*	Rolling in heavy sea. Vessel sprung a leak; run ashore to save crew.	- - -	Sprung a leak - -	Ditto.
5 30	Snow storm -	N.N.E. 9	High water -	Stranded; total loss	nil 300 *l.*	Heavy sea carried away rudder. Vessel broached to, and drove on the sand.	- - -	Rudder carried away -	Yes; TYNE.
2 a.m.	Dark thick haze	S.W. by W. 5.	2 hours' flood	Stranded; partial damage.	nil 200 *l.*	Vessel caught the rocks on reaching in towards the land, and sustained considerable damage. Was got off, and taken to Blyth.	- - -	Thick weather - -	Force of wind under 9.
30 a.m.	Clear - -	W.N.W. 4	¼ flood - -	Stranded; total loss	–	Sprung a leak, which increased until she arrived in Bridlington Bay, when crew, being exhausted, took to boat, and vessel immediately drove on shore.	- - -	Unseaworthy - -	Ditto.
11 p.m.	Bad - -	W.S.W. 10	- -	Loss of sails, &c.; partial damage.	1	Struck on Newburgh bar; lifted off by swell, and proceeded to sea. Met with succession of gales from 24 January to 4 February, and sustained much damage. On latter day was towed into Grimsby.	- - -	Stress of weather - -	No
4 p.m.	Stormy - -	W.	1 hour flood	Foundered; total loss.	–	- - - - - -	- - -	- - - - - -	No.
8 p.m.	Stormy - -	W.S.W. 11	- -	Foundered; total -	–	Sprung a leak; pumps became choked, and vessel disappeared soon after being abandoned.	- - -	Stress of weather; leaky	No.
Unknown	Hazy - -	W. by N. 5	¾ ebb - -	Stranded; partial damage.	–	Neglect of mate to attend to the lead. Vessel got off, seriously damaged.	- - -	Neglect of mate - -	Force of wind under 9.
1 p.m.	Clear - -	W.S.W. 5	2 hours' ebb	Bursting of boilers; total loss.	1 1,000 *l.*	Vessel afterwards drifted on shore, was got off, and when being towed to Sunderland, sunk off Tynemouth. One man died from injuries received at time of explosion.	- - -	Bursting of boilers -	Ditto.
9 p.m.	Squally - -	W.S.W. 10	- -	Dismantled; partial damage.	nil 300 *l.*	Sails carried away by gale; vessel leaky. Put into Lowestoft to refit.	- - -	Stress of weather, and loss of sails.	No.
4 p.m.	Stormy - -	N.N.W. 9	Ebb - -	Leaky; partial damage.	–	Struck by heavy sea, and sprung a leak; towed into Grimsby.	- - -	Leaky - - - -	Yes; FILEY.*
30 p.m.	Squally - -	N.N.W. 9	½ ebb - -	Loss of sails, &c.; partial damage.	–	Towed into Grimsby in a dismantled state, caused by violence of gale.	- - -	Loss of sails - - -	Yes; FILEY.*
5 p.m.	Stormy - -	N.N.W. 12	Ebb - -	Leaky; partial damage.	–	Towed into Grimsby in a disabled and leaky state, caused by wind and heavy sea.	- - -	Leaky - - - -	Yes; FILEY.*
6 p.m.	Fine - -	N.N.W. 5	- -	Leaky; partial damage.	nil 110 *l.*	Sprung a leak after leaving Hartlepool; men continually at pumps. On the 6th, leak having increased, through rough weather, put into Lowestoft, and discharged cargo.	- - -	Unseaworthy - -	Force of wind under 9.
- -	Bad - -	N.N.W. 6	- -	Leaky; partial damage.	–	Struck by heavy sea, and sprung a leak. Crew being exhausted, obtained assistance, and proceeded to Lowestoft.	- - -	Leaky - - - -	Ditto.

* *See* Foot Note, page 51.

Wrecks and Casualties (otherwise than by Collision) on the North-East Coast of England,

NAME OF SHIP.	Port of Registry (if British).	Port Sailed from.	Date of Sailing.	Hour of Sailing.	Weather at Time of Sailing.	Wind at Time of Sailing.	Tide Stream at Time of Sailing.	Port Bound to.	Whether in Ballast or with Cargo.		Exact Spot where Casualty happened.	Date of Casualty.
									Ballast.	Cargo.		
1.	2.	3.	4.	5.	6.	7.	8.	9.	10.	11.	12.	13.
1859—*continued.*												1859.
(376) Mary and Ellen Brig—316—11. (10 years.)	Shields	Shields	14 Feb.	–	–	–	–	Alicante	–	Coals	Off Shields	14 Feb.
(377) Flora Brig—144—7. (20 years.)	Southampton	Sunderland	14 Feb.	–	–	–	–	Southampton	–	Coals	Off Flamborough Head.	15 Feb.
(378) Viscountess Arbuthnott. Schooner—79—4. (30 years.)	Montrose	Sunderland	15 Feb.	–	–	–	–	Montrose	–	Coals	Newton Rock	15 Feb.
(379) Betsey Schooner—66—4. (16 years.)	Sunderland	Sunderland	–	–	–	–	–	London	–	Iron	16 miles S. by E. of Flamborough Head.	16 Feb.
(380) Mary Anne Schooner—103—6. (20 years.)	Rochester	Rochester	14 Feb.	–	–	–	–	Sunderland	Ballast	–	Hendon Rock	17 Feb.
(381) Carnatic Barque—621—17. (Age unknown.)	Newcastle	Malta	–	–	–	–	–	Newcastle	Ballast	–	Filey Brigg Rocks.	26 Feb.
(382) Don Brig—114—5. (18 years.)	Seaham	Seaham	27 Feb.	–	–	–	–	London	–	Coals	4 miles S. of Flamborough Head.	27 Feb.
(383) Earn Schooner—88—5. (15 years.)	Montrose	Sunderland	6 Mar.	–	–	–	–	Montrose	–	Coals	Navestone Rock, one of the Farn Islands.	7 Mar.
(384) Magnet Brig—240—8. (21 years.)	London	London	–	–	–	–	–	Hartlepool	Ballast	–	Tees Bay	7 Mar.
(385) Elizabeth and Jane. Schooner—77—4. (Age unknown.)	Sunderland	Dundee	8 Mar.	–	–	–	–	Sunderland	Ballast	–	Sunderland	9 Mar.
(386) Chace Schooner—21—2. (Age unknown.)	Whitby	Whitby	11 Mar.	–	–	–	–	Shields	–	Ironstone	Tees Bay	11 Mar.
(387) Superior Sloop—26—2. (Age unknown.)	Seaham	Dundee	–	–	–	–	–	Seaham	–	Potatoes	¾ miles N. of Boulmer.	13 Mar.
(388) Britannia Brig—228—8. (15 months.)	Shoreham	Shoreham	11 Mar.	–	–	–	–	Shields	Ballast	–	Herd Sand	14 Mar.
(389) Lively Schooner—48—2. (90 years.)	Whitby	Shields	–	–	–	–	–	Whitby	–	Coals	Hartlepool Bar	14 Mar.
(390) Mischief Schooner—63—5. (14 months.)	Rye	Rye	10 Mar.	–	–	–	–	Seaham	Ballast	–	Middleton Sands, Hartlepool Bar.	14 Mar.
(391) George Schooner—110—5. (Age unknown; very old.)	Shields	Middlesborough	–	–	–	–	–	Shields	Ballast	–	Pier End, Shields	14 Mar.
(392) Welcome Home Schooner—29—3. (Age unknown.)	Lynn	Lynn	–	–	–	–	–	Seaham	Ballast	–	Entrance to Seaham Harbour.	14 Mar.
(393) Elizabeth Schooner—86—5. (12 years.)	Boston	Boston	–	–	–	–	–	Newcastle	–	Wheat	Tynemouth Rocks.	14 Mar.
(394) Sir William Curtis. Schooner—55—4. (60 years.)	Yarmouth	Yarmouth	11 Mar.	–	–	–	–	Shields	Ballast	–	Tynemouth Rocks, Northumberland.	14 Mar.
(395) Hebe Brig—213—8. (45 years.)	North Shields	Newcastle	20 Mar.	–	–	–	–	Hamburg	–	Coals	50 miles S.E. of Sunderland.	21 Mar.
(396) Admiral Codrington. Schooner—129—5. (13 years.)	Lynn	Hartlepool	21 Mar.	–	–	–	–	Lynn	–	Coals	5 miles E.N.E. of Whitby Light.	21 Mar.

between the Farn Islands and Flamborough Head, during the Five Years ending 1860—*continued.*

Hour of Casualty. 14.	Weather at Time of Casualty. 15.	Wind at Time of Casualty. 16.	Tide at Time of Casualty. 17.	Nature of Casualty, and whether occasioning Total Loss or only Partial Damage. 18.	No. of Lives and estimated Value of Property Lost. 19.	Circumstances which caused the Casualty. 20.	Was the Vessel driven back; and, if so, how far had she reached Southward or Northward on her Voyage? 21.	State any Particulars that can throw Light on the Cause of the Casualty. 22.	Might the Casualty have been prevented or mitigated by the proposed Works at the Tyne, at Hartlepool, and at Filey? 23.
7 30 a.m.	Fine	W.N.W. 4	-	Leaky; partial	Nil 350 *l.*	Vessel sprung a leak shortly after leaving Shields; pumps worked until 16th, when vessel was towed into Lowestoft, and discharged cargo.	-	Unseaworthy	Force of wind under 9.
6 p.m.	Stormy	W.S.W. 8	Flood	Dismantled; partial	-	Sails carried away by squall, and vessel became unmanageable. Towed into Grimsby by smack.	-	Loss of sails	Ditto.
6 45 p.m.	Hazy	W. 9	⅔ ebb	Stranded; partial	-	Struck when steering N. Floated with tide, and was taken to Holy Island, and subsequently to Berwick.	-	Lead not hove	No.
5 30 p.m.	Squally	W. 8	High water	Abandoned; total	-	Heavy sea; cargo shifted; sprung leak; unmanageable; crew took to boat.	-	Cargo shifting	Force of wind under 9.
10 p.m.	Clear	W. by N. 6	Low water	Stranded; partial	nil 50 *l.*	Vessel struck on the rock. Master attributed the accident to wrong placing of buoy.	-	Imperfect buoyage; lead not hove.	Ditto.
1 a.m.	Hazy	W. by S. 5	¼ ebb	Stranded; total	-	Vessel struck, filled, and sunk in deep water, in consequence of master mistaking the Filey Fishermen's Light for Scarborough Light.	-	Mistaking Lights	Ditto.
5 30 p.m.	Cloudy; ground swell.	W. 1	¼ ebb	Foundered; total	-	Sprung a leak off Whitby; made for Bridlington Bay. Off Flamborough Head took to boat. Vessel soon after sunk.	-	Unseaworthy; leaky	Ditto.
12 30 a.m.	Cloudy	W.S.W. 5	¼ flood	Stranded; total	nil 635 *l.*	Vessel steering N. struck on a rock, immediately filled, and sunk in deep water.	-	Error in course; lead not hove.	Ditto.
1 a.m.	Clear	W.S.W. to S. by W. 7.	Low water	Foundered; total	nil 1,300 *l.*	Sudden squall took vessel on to rocks; afterwards drifted off, filled, and sunk.	-	Foundered	Ditto.
1 p.m.	Clear	W. 1	High water	Stranded; partial	nil 200 *l.*	Vessel being towed into harbour, was struck by heavy sea, and tow-line broken; driven ashore behind the South Pier.	-	Breaking of tow-line	Ditto.
11 30 a.m.	Clear	S.S.W. 9	Ebb	Foundered; total	nil 40 *l.*	Commenced leaking immediately after leaving Whitby, which increased as the weather became boisterous. Crew taken off by "War Eagle;" "Chace" immediately sunk.	-	Unseaworthy	No.
2 a.m.	Hazy	W.N.W. 7	½ ebb	Stranded; partial	-	Struck on the rocks and sunk.	-	Hugging the land too closely for shelter.	Force of wind under 9.
7 30 a.m.	Cloudy	N.N.W. 7	¼ ebb	Drifted on sand; partial.	nil 120 *l.*	Being towed over bar, heavy sea drove her on to land; after being got off, much strained by being struck by seas.	-	Tug not sufficiently powerful.	Ditto.
7 30 a.m.	Bad	S.E. 8	¼ flood	Stranded; total	nil 100 *l.*	Vessel attempted to get into harbour before there was sufficient water on the bar; struck, and afterwards drove ashore.	-	Error in judgment	Ditto.
7 30 a.m.	Bad	S.E. 8	¼ flood	Stranded; partial	-	Attempted to cross bar, and stranded; stern stove in by "Lively" coming in collision.	-	Error in judgment	Ditto.
7 p.m.	Rain	E.N.E. 6	-	Wrecked; total	4 150 *l.*	Supposed to have been trying for the North passage, and got on the stones.	-	-	Ditto.
7 30 p.m.	Hazy and rain	S.E. by E. 7	1½ hour flood	Wrecked; total	nil 100 *l.*	In running for the harbour, took the ground.	-	Sea struck her, causing her to lose steerage way.	Ditto.
8 p.m.	Rain	E.N.E. 6	-	Wrecked; total	nil 800 *l.*	Crossing bar, she was driven on rocks.	-	Tow-line was cast off before ship had any sail set.	Ditto.
8 p.m.	Rain	E.N.E. 6	-	Driven on shore; total.	nil 200 *l.*	In attempting to cross bar, became unmanageable.	-	Unseaworthy	Ditto.
7 p.m.	Fine, but heavy sea.	S.W. 4	2 hours' ebb	Leaky; partial	nil 250 *l.*	Sprung a leak, and crew exhausted; assistance obtained from a smack, and put into Lowestoft, and proceeded to London.	-	Leaky; unseaworthy	Ditto.
12 p.m.	Squally and hail	N.N.E. 8	-	Dismasted; partial	nil 350 *l.*	Dismasted in heavy squall; towed into Bridlington.	-	Str q uall	Ditto.

Wrecks and Casualties (otherwise than by Collision) on the North-East Coast of England,

NAME OF SHIP.	Port of Registry (if British).	Port Sailed from.	Date of Sailing.	Hour of Sailing.	Weather at Time of Sailing	Wind at Time of Sailing.	Tide Stream at Time of Sailing.	Port Bound to.	Whether in Ballast or with Cargo.		Exact Spot where Casualty happened.	Date of Casualty.
									Ballast.	Cargo.		
1.	2.	3.	4.	5.	6.	7.	8.	9.	10.	11.	12.	13.
1859—*continued.*												1859.
(397) Linne - - Brig—270—9. (30 years.)	Norway - -	Laurvig, Norway.	15 Mar.	- -	- -	- -	- -	Newcastle -	Ballast	- -	Tynemouth Bar	30 Mar.
(398) Venskabet - - Brig—162—8. (35 years.)	Norway - -	Porsgrand -	28 Feb.	-	- -	- -	- -	Stockton -	-	Timber	Tees Bar -	31 Mar.
(399) Robert and Margaret. Brig—241—9. (23 years.)	Sunderland -	Hamburgh -	-	- -	- -	- -	- -	Sunderland -	Ballast	- -	Sunderland Bar	30 Mar.
(400) William - - Sloop—100—3. (2 years)	Newcastle -	Hull - -	-	- -	- -	- -	- -	Newcastle -	Ballast	- -	On the rocks near Holmegrave and Kettleness.	1 April
(401) Betsy - - - Schooner—64—3. (53 years.)	Whitby - -	Whitby - -	-	- -	- -	- -	- -	Newcastle -	-	Ironstone	South Shields, Sands, ½ mile to the South of pier.	1 April
(402) Peggy - - - Schooner—35—3 (Age unknown.)	Banff - -	Shields - -	-	- -	- -	- -	- -	Spey - -	-	Whiting and coals.	6 miles E. of Farn Islands.	4 April
(403) Morning Star - Brig—248—9. (24 years.)	Sunderland -	Hamburgh -	28 Mar.	- -	-	- -	- -	Sunderland -	Ballast	- -	South pier at entrance of Sunderland Harbour.	11 April
(404) David - - Sloop—48—3. (28 years.)	Yarmouth -	Scarborough -	11 April	Noon	- -	- -	- -	Whitby -	Ballast	- -	1 mile S. of Scarborough.	11 April
(405) Eden - - - Brig—215—8. (30 years.)	Sunderland -	Hamburgh -	-	- -	- -	- -	- -	Sunderland -	Ballast	- -	Lat. 55° 25′ N. Long. 0·25′ W.	12 April
(406) Beta - - - Schooner—57—4. (13 years.)	Newcastle -	Newcastle -	13 April	- -	- -	- -	- -	London -	-	Patent fuel.	Supposed off Spurn or Holderness.	14 April
(407) Speculator - - Brig—125—6. (57 years.)	Wisbeach -	Wisbeach -	12 April	- -	- -	- -	- -	Shields -	Ballast	- -	Tynemouth Rocks.	14 April
(408) Cyrus - - - Brig—149—5. (60 years.)	Whitby - -	Shields - -	14 April	- -	- -	- -	- -	London -	-	Coals	8 miles S.E. by E. of Flamborough Head.	15 April
(409) Isabella Sarah - Brig—239—8. (35 years.)	Newcastle -	Shields - -	14 April	- -	- -	- -	- -	London -	-	Coals	Off RobinHood's Bay.	15 April
(410) Economy - - Brig—133—7. (28 years.)	Ipswich - -	Sunderland -	16 April	- -	- -	- -	- -	Bordeaux -	-	Coals	Sunderland Bar	16 April
(411) Pet - - - Barque—281—10. (19 years.)	South Shields -	Shields - -	16 April	- -	- -	- -	- -	London -	-	Coals	Tynemouth Bar	16 April
(412) Concord - - Brig—269—10. (19 years.)	South Shields -	Shields - -	16 April	- -	- -	- -	- -	Amsterdam -	-	Coals	Tynemouth Bar	16 April
(413) Sophie - - Schooner—73—5. (Age unknown.)	Foreign - -	Gothenburg -	-	- -	- -	- -	- -	Hull - -	-	Deals and battens.	North Sea -	25 April
(414) Hannibal - - Schooner—110—7. (7 years.)	Arundel - -	Arundel - -	-	- -	- -	- -	- -	Sunderland -	-	Timber	Sunderland -	25 April
(415) Quest - - Brig—220—9. (15 years.)	Stockton -	Hamburgh -	20 April	- -	- -	- -	- -	Hartlepool -	Ballast	- -	Off Cresswell Point.	25 April
(416) Laurel - - Schooner—123—5. (18 years.)	Whitby - -	Shields - -	23 April	- -	- -	- -	- -	Rotterdam -	-	Iron coke.	7 miles N.E. of Morpeth. Tynemouth Rocks.	25 April
(417) Eagle - - Brig—122—6. (56 years.)	Sunderland -	Treport - -	19 April	- -	- -	- -	- -	Sunderland -	Ballast	- -	Sunderland -	25 April
(418) Glencairn - - Brig—213—9. (20 years.)	South Shields -	Shields - -	-	- -	- -	- -	- -	Hamburgh -	-	Coals	14 Miles E.N.E. of Spurn Lights.	29 April
(419) Alicore - - Brig—231—10. (6 years.)	Blyth - -	Blyth -	-	- -	- -	- -	- -	Cronstadt -	-	Coals	Seaton Sea Rocks.	20 May
(420) Confidence - Brig—153—7. (12 years.)	Portsmouth -	Portsmouth -	27 July	5 p.m.	Fine - -	W.	Ebb.	Sunderland -	Ballast	- -	Sunderland Bar	31 July

between the Farn Islands and Flamborough Head, during the Five Years ending 1860—*continued.*

Hour of Casualty. 14.	Weather at Time of Casualty. 15.	Wind at Time of Casualty. 16.	Tide at Time of Casualty. 17.	Nature of Casualty, and whether occasioning Total Loss or only Partial Damage. 18.	No. of Lives and estimated Value of Property Lost. 19.	Circumstances which caused the Casualty. 20.	Was the Vessel driven back; and, if so, how far had she reached Southward or Northward on her Voyage? 21.	State any Particulars that can throw Light on the Cause of the Casualty. 22.	Might the Casualty have been prevented or mitigated by the proposed Works at the Tyne, at Hartlepool, and at Filey? 23.
12 p.m.	Clear	N.W. 4	-	Stranded; partial	nil 500 *l.*	In crossing bar, tow-rope broke, and vessel drove on Herd Sand.	-	Breaking of tow-rope	Force of wind under 9.
2 p.m.	Moderate; with high sea.	N.N.E. 5	High water	Stranded; partial	nil 162 *l.*	Crossing bar, a sea drove in her stern.	-	Struck by a heavy sea	Ditto.
20 p.m.	Clear	N. by E. 5	-	Stranded; partial	1	Attempting to cross bar with insufficient water, struck and drove against pier.	-	Master mistook a shore-light for tide-light.	Ditto.
8 p.m.	Cloudy, with rain.	S.W. 10	Low water	Abandoned; total	nil 200 *l.*	In attempting to make Runswick Bay, struck on rock, was abandoned and picked up next day by a Dutch vessel, and taken into Grimsby.	-	Abandoned	No.
30 p.m.	Cloudy	S.W. 5	½ flood	Was run ashore; total.	nil 210 *l.*	Became leaky, and was run ashore.	-	Leaky	Force of wind under 9.
nknown	Stormy	Unknown 9	-	Foundered; total	nil 150 *l.*	Sprung a leak, and was abandoned.	-	Leaky	No.
15 p.m.	Squally	N. 6.	-	Stranded; partial	–	On entering harbour, tug struck South Pier; tow-line breaking, vessel also fell to leeward, and struck pier.	-	Tow line breaking and tug striking pier.	Force of wind under 9.
Midnight	Squally and clear.	N.W. by N. 7	High water	Stranded; partial	nil 300 *l.*	Was at anchor, cables parted, and vessel drove on shore.	-	Cables parted	Ditto.
30 a.m.	Cloudy with rain.	N. by E. 10	-	Foundered; total	nil 1,600 *l.*	Vessel struck by a heavy sea, sprung a leak, and foundered.	-	Leaky	No.
nknown	Thick with rain	S.S.E. to N.E. 9	-	Foundered; total	4	Not heard of since she left Newcastle.	-	Stress of weather	Yes; **HARTLEPOOL.**
9 p.m.	Cloudy	N.E. 5	¼ flood	Stranded; partial	nil 140 *l.*	Crossing bar, struck by sea and drove on rocks; assisted off.	-	Struck by Sea	Force of wind under 9.
3 a.m.	Showery	N.E. 6	Ebb	Foundered; total	–	A few hours after leaving Shields, sprung a leak; crew compelled to leave her; sunk immediately.	-	Unseaworthy	Ditto.
0 a.m.	Snow and hail storm.	N.E. 7	Low water	Leaky; partial	nil 200 *l.*	Wind increased, causing heavy sea, and vessel labouring heavily, sprung a leak; obtained assistance at Robin Hoods Bay, and proceeded to Filey and Bridlington.	-	Straining in a heavy sea, became leaky.	Ditto.
30 p.m.	Squally with hail showers.	N.E. 5	Nearly high water.	Leaky; partial	nil 30 *l.*	On passing bar, struck heavily, became leaky; put into Harwich to discharge.	-	Striking on bar	Ditto.
30 p.m.	Fine	N.E. 6	Nearly high water.	Leaky; partial	–	Passing over bar, vessel struck heavily and became leaky, and returned to Shields to discharge.	-	Striking on bar	Ditto.
30 p.m.	Fine	N.E. by N. 6	High water	Leaky; partial	–	Passing over bar, struck in consequence of heavy sea, became leaky, and returned to port.	-	Struck on bar	Ditto.
nknown	Bad	E.S.E. 9.	2 hours before high water.	Leaky; partial	1	Heavy sea struck vessel; became leaky; bore up for Hartlepool.	-	Leaky	Yes; **FILEY.***
nknown	Squally	E.S.E. 10	-	Stranded; partial	–	Crossing bar broached-to, took the ground, and struck the South Pier; lost foremast, &c.	-	Stress of weather	No.
3 a.m.	Thick, with rain	E.S.E. 8.	Low water	Stranded; total	–	Struck upon rocks off Cresswell.	-	Neglect of lead	Force of wind under 9.
15 p.m.	Cloudy, with rain.	E.S.E. 6	¾ flood	Stranded; total	–	Run back to Shields for shelter; crossing bar, heavy sea drove her on rocks.	-	Not sufficient canvass on her, and want of seamanship.	Ditto.
45 p.m.	Squally, heavy sea.	E.S.E. 10	-	Stranded; partial	–	In running for harbour struck bar, and drove behind North Pier.	-	Accident	No.
30 p.m.	Rough	E. by S. 4	Low water	Foundered; total	–	Sprung a leak and sunk	-	Unseaworthy	Force of wind under 9.
a.m.	Fine; hazy	N. by E. 3	¼ ebb	Stranded; partial	nil 218 *l.*	Standing in to take in remainder of cargo, caught on extreme end of reef.	-	Error in judgment	Ditto.
50 p.m.	Very boisterous.	W. by S. 9	Flood	Stranded; partial	nil 60 *l.*	Entering harbour in tow of steamer, heavy sea on bar, tow-line broke, and vessel drove against North Pier.	-	Parting of tow-line	No.

* See Foot Note, p. 51.

Wrecks and Casualties (otherwise than by Collision) on the North-East Coast of England,

NAME OF SHIP.	Port of Registry (if British).	Port Sailed from.	Date of Sailing.	Hour of Sailing.	Weather at Time of Sailing.	Wind at Time of Sailing.	Tide Stream at Time of Sailing.	Port Bound to.	Whether in Ballast or with Cargo.		Exact Spot where Casualty happened.	Date of Casualty
									Ballast.	Cargo.		
1.	2.	3.	4.	5.	6.	7.	8.	9.	10.	11.	12.	13.
1859—*continued.*												1859.
(421) Bullfinch - - Barque—251—10. (34 years.)	Shields - -	Hamburgh -	- -	- -	- -	- -	- -	Shields -	Ballast -	- -	120 miles N.E. of Tynemouth Castle.	3 Aug.
(422) Alfred - - Brigantine—125—6. (41 years.)	Colchester -	Seaham - -	30 Aug.	4 p.m.	Fine - -	W.S.W. 5.	High water	London -	- -	Coals -	2 miles E.N.E. of Flamborough Head.	31 Aug.
(423) John - - - Brig—163—5. (54 years.)	Shields - -	Shields - -	16 Sept.	5 a.m.	Moderate -	E. by N. 5.	Flood -	London -	- -	Coals -	8 miles N. by E. of Whitby.	16 Sept.
(424) Eagle - - Brig—122—6. (57 years.)	Sunderland -	Sunderland -	16 Sept.	6 a.m.	Fine - -	N.E. 5	Flood -	Boulogne -	- -	Coals -	½ mile north side of harbour, Bridlington Quay.	16 Sept.
(425) Henry Everist - Smack—102—4. (6 years.)	Rochester -	Sunderland -	15 Sept.	5 p.m.	Fine - -	N.N.E. 2.	¾ flood -	Rochester	- -	Coals -	7 miles N.E. of Flamborough Head.	16 Sept.
(426) Westmoreland - Brig—246—9. (33 years.)	Newcastle -	Sunderland -	15 Sept.	4 a.m.	Fine - -	N.W. 3	Flood -	Marseilles	- -	Coals -	Hartlepool Bar	16 Sept.
(427) Pallas - - Brig—223—8. (19 years.)	Newcastle -	South Shields -	6 Oct.	11 a.m.	Fine - -	S.E. 1	Flood -	London -	- -	Coals -	Off Whitby -	9 Oct.
(428) T. & C. Sutton - Schooner—93—6. (1¼ years.)	Swansea - -	Narva - -	19 Sept.	4 a.m.	- -	W.N.W. 9.	- -	Hartlepool	- -	Oats -	West Hartlepool.	10 Oct.
(429) Ryhope - - Brig—171—7. (31 years.)	Hartlepool	Hartlepool -	8 Oct.	4 a.m.	Thick - -	N.E. 3	Flood -	London -	- -	Coals -	Hartlepool -	10 Oct.
(430) Era - - - Brig—263—8. (16 years.)	Whitby - -	Hamburgh -	9 Oct.	10 a.m.	Fine - -	E.S.E. 6.	Unknown -	Hartlepool	Ballast -	- -	Hartlepool -	11 Oct.
(431) Bolina - - Barque—313—10. (1 year.)	Sunderland -	Sunderland -	13 Oct.	3 p.m.	Fine - -	E.N.E. 2	Nearly high water.	Bordeaux -	- -	Coals -	Redcar Rocks	13 Oct.
(432) Merchant - - Brig—101 —5. and 2 Pilots. (45 years.)	Ipswich - -	Ipswich - -	14 Oct.	3 a.m.	Fine - -	E.S.E. 5	High water	Seaham -	Ballast -	- -	Seaham - -	18 Oct.
(433) Providence - Schooner—80—5. (30 years.)	Newcastle -	Newcastle -	20 Oct.	10 a.m.	Fine - -	N. 5	Flood -	London -	- -	Coals -	Yorkshire Coast	20 Oct.
(434) Hilkea - Brig—161—8. (2 years.)	Papenburg -	London - -	13 Oct.	3 p.m.	Fine - -	W. 2	½ ebb -	Shields -	Ballast -	- -	Herd Sand, South Shields.	20 Oct.
(435) Active - - Schooner—134—7. (Age unknown.)	Stettin - -	Newcastle -	- -	- -	- -	- -	- -	Stettin -	- -	Coals -	12 miles E.S.E. of Flamborough Head.	21 Oct.
(436) George and Mary Sloop—51—3. (42 years.)	Hull - -	Hartlepool -	23 Oct.	Noon	Fine - -	W.N.W. 4	High water	Filey -	- -	Coals -	Filey Beach -	25 Oct.
(437) Admiral Cator - Steamship—311—15. (2¼ years.)	Hartlepool -	Rotterdam -	23 Oct.	5 30 a.m.	Moderate -	W.S.W. 2	¼ ebb -	Hartlepool	- -	General	W. Hartlepool	26 Oct.
(438) Severn - - Brig—144—5. (12 years.)	Hartlepool -	London - -	23 Oct.	4 p.m.	Fine - -	S.W. 3	¼ ebb -	West Hartlepool.	Ballast -	- -	W. Hartlepool	26 Oct.
(439) Hills - - - Schooner—45—3. (Age unknown.)	Lynn - -	Lynn - -	22 Oct.	3 p.m.	Fine - -	W.N.W. 5	½ ebb -	Hartlepool	Ballast -	- -	W. Hartlepool	26 Oct.
(440) Number Two - Barque—252—9. (5 years.)	Poole - -	Poole - -	12 Oct.	Noon	Fine - -	E. 2	Nearly high water.	Hartlepool	Ballast -	- -	12 miles east of Tynemouth Castle.	26 Oct.
(441) Forth - - Schooner—91—5. (33 years.)	Aberdeen -	Sunderland -	25 Oct.	1 p.m.	- -	S.S.E. 2	½ flood -	Aberdeen	- -	Lime -	Near the Farn Islands.	26 Oct.

between the Farn Islands and Flamborough Head, during the Five Years ending 1860—*continued.*

Hour of Casualty. 14.	Weather at Time of Casualty. 15.	Wind at Time of Casualty. 16.	Tide at Time of Casualty. 17.	Nature of Casualty, and whether occasioning, Total Loss or only Partial Damage. 18.	No. of Lives and estimated Value of Property Lost. 19.	Circumstances which caused the Casualty. 20.	Was the Vessel driven back; and, if so, how far had she reached Southward or Northward on her Voyage? 21.	State any Particulars that can throw Light on the Cause of the Casualty. 22.	Might the Casualty have been prevented or mitigated by the proposed Works at the Tyne, at Hartlepool, and at Filey ? 23.
- -	- - - -	- -	- -	Foundered; total -	nil 1,300 *l.*	- - - - -	- - -	- - - - -	No.
4 a.m.	Fine - -	W.S.W. 5.	½ flood - -	Disabled; partial -	nil 20 *l.*	Dismasted; put into Scarborough to discharge and have new mast fitted.	- - -	Struck by a squall -	Force of wind under 9.
Noon	Squally - -	E.N.E. 9	Ebb - -	Disabled; partial -	nil 70 *l.*	Vessel became leaky, and sprung mainmast, and jib torn; bore up for Grimsby for repairs.	- - -	Leaky from heavy weather.	Yes; FILEY.*
Noon.	Showery; heavy sea.	N.E. 5	Ebb - -	Stranded; total -	-	Sprung leak; made for Bridlington, and anchored; leak gained; run her ashore and broke up.	- - -	Unseaworthy - -	Force of wind under 9.
5 p.m.	Squally - -	E.N.E. 6	Flood - -	Loss of sails; partial	-	Leach-rope of mainsail carried away, and sail blown to pieces; became leaky, and towed to the Humber.	- - -	Loss of mainsail - -	Ditto.
6 p.m.	Hazy - -	E.N.E. 8	Flood - -	Stranded; partial -	-	Grounded on bar in running for Hartlepool.	- - -	Receiver states that crew were drunk.	Ditto.
4 a.m.	- - -	E.S.E. 5	- -	Leaky and stranded; partial.	-	Making water, and gale increasing, bore away for Hartlepool, and struck on bar.	- - -	Leaky - - - -	Ditto.
3 15 a.m.	Clear - -	S.E. 9	Flood - -	Stranded; total -	nil 1,600 *l.*	Vessel waited for 4 days in Tees Bay, weather being thick; wind veered to S.E. Master attempted to take the harbour; struck by sea on bar, driven against pier, and on to Middleton Beach.	- - -	Error in judgment, attempting to cross bar in S.E. gale.	Yes; HARTLEPOOL.
4 p.m.	Very stormy -	E.S.E. 9	1 hour's ebb	Stranded; partial -	-	Blowing a gale. Vessel making water, ran for Hartlepool; struck on bar, and beat on to Middleton Beach.	- - -	Leaky - - - -	Yes; HARTLEPOOL.
2 30 p.m.	Hazy - -	S.E. 1	¾ flood - -	Stranded; total -	nil 2,000 *l.*	In entering harbour, a heavy sea and light wind caused vessel to strike on pier; she then drove out of harbour, and stranded behind pier.	- - -	Not keeping mid-channel, and shortening sail too soon.	Force of wind under 9.
1 45 p.m.	Thick - -	E.S.E. 1	Nearly low water.	Stranded; partial -	-	Missed stays, and struck on rocks; assisted off on following day, and taken to Hartlepool.	- - -	Light wind; missing stays	Ditto.
5 30 p.m.	Fine - -	N.E. 2	4 hours' flood	Stranded; partial -	nil 600 *l.*	Heavy sea caused tow-line to part; vessel drove on rocks south of Seaham Harbour.	- - -	Tow-line parting - -	Ditto.
4 p.m.	Heavy sea -	N.W. 6	- -	Leaky; partial -	-	Six hours after leaving Newcastle sprung leak; pumped; continued voyage till 22nd; proceeded to Yarmouth, and discharged for repairs.	- - -	Unseaworthy - -	Ditto.
1 30 p.m.	Squally - -	W.N.W. 6.	¼ ebb - -	Stranded; total -	nil 1,000 *l.*	Tow-line parted, and heavy sea drove her on to pier-end.	- - -	Tow-line parting - -	Ditto.
2 30 p.m.	Thick, with snow.	W.S.	½ tide - -	Foundered; total -	-	Leaky, and foundered	- - -	- - - -	Ditto.
10 p.m.	- - - -	E. by N. 11.	Low water -	Stranded; total -	nil 250 *l.*	Wind increased; sloop attempted to weather Filey to reach a harbour of refuge; could not do so; came to anchor, dragged, and went ashore.	- - -	Stress of weather -	Yes; FILEY.
1 a.m.	Hazy - - -	S.E. by E. 11.	½ flood - -	Stranded; partial -	nil 2,000 *l.*	In taking harbour, struck by heavy sea; broached-to; was backed, and before she could recover way, struck S. Pier, and sank.	- - -	Stress of weather - -	Yes; HARTLEPOOL.
30 a.m.	Thick, with rain; heavy sea.	E.S.E. 10	¾ flood - -	Stranded; partial -	-	In taking the harbour, struck Inner Pier, carrying away bowsprit, &c.	- - -	Stress of weather -	No.
2 a.m.	Thick, with rain.	E.S.E. 9	¾ flood - -	Stranded; total -	2 150 *l.*	In taking harbour, struck S. Pier; carried away bowsprit, and beat up back of the pier.	- - -	Stress of weather - -	Yes; HARTLEPOOL.
2 a.m.	Foggy, with rain.	E. by S. 12	½ flood - -	Dismasted; partial	nil 500 *l.*	Main and mizenmasts carried away; foremast cut away; vessel towed into Shields.	- - -	Stress of weather - -	No.
2 a.m.	Very stormy -	E.S.E. 8	Flood - -	Burned; partial -	1 300 *l.*	Lost sails, and struck by a heavy sea, which filled after hold, made for the Frith of Forth; when in Dunbar Bay wind changed; vessel obliged to put to sea; cargo on fire; assisted into Aberdeen.	- - -	Burning - - - -	Force of wind under 9.

* See Foot Note, page 51.

Wrecks and Casualties (otherwise than by Collision) on the North-East Coast of England,

NAME OF SHIP.	Port of Registry (if British).	Port Sailed from.	Date of Sailing.	Hour of Sailing.	Weather at Time of Sailing.	Wind at Time of Sailing.	Tide Stream at Time of Sailing.	Port Bound to.	Whether in Ballast or with Cargo.		Exact Spot where Casualty happened.	Date of Casualty.
									Ballast.	Cargo.		
1.	2.	3.	4.	5.	6.	7.	8.	9.	10.	11.	12.	13.
1859—*continued.*												1859:
(442) Frederick and Alfred. Schooner—69—4. (30 years.)	Lynn	Lynn	17 Oct.	9 a.m.	Fine	S.E.	¾ flood	Seaham	Ballast		Hendon, 2 miles S. of Sunderland.	26 Oct.
(443) Northumberland Schooner Steamship—438—15. (6 years.)	London	Sunderland	25 Oct.	2 30p.m.	Fine	Calm	High water	London		Coals	8 miles N.E. of Flamborough Head.	26 Oct.
(444) Hawk Hill Brig—171—7. (17 years.)	Whitby	London	21 Oct.	7 a.m.	Fine	N. 4	High water	Hartlepool	Ballast		Croft Bank Rocks, East Hartlepool.	26 Oct.
(445) Juno Schooner—82—4. (34 years.)	Scarborough	Scarborough	25 Oct.	4 p.m.	Fine	S.S.W. 2	High water	Hartlepool	Ballast		Sunderland	26 Oct.
(446) Mecca Brig—240—8. (18 years.)	Whitby	Shoreham	20 Oct.	5 p.m.	Fine	W. 4	High water	Hartlepool	Ballast		West Hartlepool.	26 Oct.
(447) Livingstone Sloop—43—3. (12 years.)	Banff	Sunderland	25 Oct.	3 p.m.	Fine	S.S.W. 3	Full	Port Gordon		Coals	Ross Sands, near Warren harbour, 3 miles E. N. E. of Belford.	26 Oct.
(448) Express Schooner Steamship—388—21. (3 years.)	Leith	Leith	—	—	—	—	—	London		General; 24 Passengers.	7 miles N.E. of Coquet Island.	26 Oct.
(449) Eliza Brig—144—6. (25 years.)	Scarborough	Hartlepool	25 Oct.	3 p.m.	Moderate	S.E. 2	High water	London		Coals	Off Seaham	26 Oct.
(450) Agnes Schooner—80—4. (21 years.)	Dundee	Sunderland	25 Oct.	2 p.m.	Fine	S.E. 3	¾ flood	Dundee		Coals	Off Beadnell Point, Northumberland.	26 Oct.
(451) Black Agnes Schooner—58—4. (4 years.)	Leith	Middlesborough	25 Oct.	2 p.m.	Cloudy	S.W. 3	High water	Newcastle		Pig iron	1½ miles S. of Blyth.	26 Oct.
(452) Victoria Schooner—132—6. (22 years.)	Exeter	Dartmouth	22 Oct.	11 a.m.	Fine	N.W. 5	Ebb	Middlesborough	Ballast		34 miles N.E. ¾ N. of Flamborough Head.	27 Oct.
(453) Pilot Brig—274—8. (24 years.)	South Shields	South Shields	24 Oct.	1 p.m.	Fine	N.W. 4	High water	London		Coals	36 miles E.S.E. of Flamborough Head.	27 Oct.
(454) Robert Sloop—34—3. (12 years.)	Grimsby	Grimsby	24 Oct.	Noon	Fine	W. 5	High water	Stockton		Oil cake	30 miles E.S.E. of Flamborough Head.	27 Oct.
(455) Jane Schooner—79—5.	Whitby	Dunkirk	19 Oct.	5 p.m.	Fine	S.S.W. 2	½ flood	Whitby	Ballast		Off Flamborough Head.	29 Oct.
(456) Johns Brig—299—10. (19 years.)	Shields	St. John, N.B.	1 Sept.	—	Fresh	S.W. 6	High water	Shields and Newcastle.		Timber	Entrance of Shields Harbour.	28 Oct.
(457) Britannia Brig—193—7. (19 years.)	Whitby	Hartlepool	28 Oct.	4 a.m.	Moderate	W.S.W. 4	High water	London		Coals	28 miles E. of Whitby.	29 Oct.
(458) Monica Brig—131—5. (34 years.)	Scarborough	Shields	23 Oct.	11 a.m.	Fine	N. 5	Nearly high water.	London		Coals	Between Robin Hood's Bay and Scarborough.	29 Oct.
(459) Cæsar Brig—153—7. (Unknown.)	Shields	Shields	20 Oct.	9 a.m.	Fine	W. 2	High water	Schiedam		Coals	12 miles W. of Dogger Bank.	29 Oct.
(460) Superb Sloop—52—5. (18 years.)	Yarmouth	London	—	—	—	—	—	Berwick		Guano	22 miles E.N.E. of Coquet Island.	29 Oct.
(461) Ellen Castle Ship—348—16. (6 years.)	Aberdeen	Newcastle	24 Oct.	3 p.m.	Moderate	N. 4	Flood	Ceylon		Coals	Off Flamborough Head.	29 Oct.
(462) Perseverance Schooner—118—6. (15 years.)	Colchester	Colchester	27 Oct.	3 p.m.	Moderate	S. 5	Ebb	Shields	Ballast		Whitby	29 Oct.
(463) Diligence Schooner—48—3. (42 years.)	Whitby	Berwick	24 Oct.	11 30a.m.	Fine	N.W. 6	¾ flood	Yarmouth		Iron	Back of E. pier, Whitby Harbour.	29 Oct.
(464) Nyverheyd Brig—165—8. (40 years.)	Bruges	Ostend	27 Oct.	1 30p.m.	Fine	S.S.W. 3	High water	Shields	Ballast		Herd Sand	1 Nov.
(465) Anton Schooner—90—6. (2 years.)	Denmark	Antwerp	23 Oct.	1 p.m.	Fine	W.S.W. 5	High water	Newcastle	Ballast		Off Whitburn, 3 miles N. of Sunderland.	2 Nov.

between the Farn Islands and Flamborough Head, during the Five Years ending 1860—*continued*.

Hour of Casualty. 14.	Weather at Time of Casualty. 15.	Wind at Time of Casualty. 16.	Tide at Time of Casualty. 17.	Nature of Casualty, and whether occasioning Total Loss or only partial Damage. 18.	No. of Lives, and estimated Value of Property lost. 19.	Circumstances which caused the Casualty. 20.	Was the Vessel driven back; and, if so, how far had she reached Southward or Northward on her Voyage? 21.	State any Particulars that can throw Light on the Cause of the Casualty. 22.	Might the Casualty have been prevented or mitigated by the proposed Works at the Tyne, at Hartlepool, and at Filey? 23.
2 a.m.	Storm and rain	E. 10	High water -	Stranded; partial -	nil 150 *l.*	Unable to enter Seaham Harbour, bore away for Sunderland; split sails, and drove on shore.	- - -	Stress of weather; loss of sails.	No.
2 a.m.	Dark and rain	E.S.E. 10	½ flood -	Leaky; partial -	–	Struck by several heavy seas, carried away boats, &c.; threw ship on port side; shipped water; and bore away for Hartlepool.	- - -	Stress of weather - -	Yes; **FILEY.***
3 a.m.	Thick, with rain	E. 9	High water -	Stranded; total -	nil 1,000 *l.*	Ballast shifted; broached-to when running for harbour; and struck on rocks.	- - -	Ballast shifting - -	No.
3 30 a.m.	Rain - -	E.S.E. 10	High water -	Stranded; partial -	–	Unable to keep to windward, ran for Sunderland; and in attempting to take harbour, missed North pier and ran ashore.	- - -	Stress of weather - -	No.
4 a.m.	Thick, with rain	E.S.E. 11	High water -	Stranded; total -	nil 1,200 *l.*	In taking harbour, struck South pier, and immediately broke up.	- - -	Stress of weather - -	Yes; **HARTLEPOOL.**
4 a.m.	Thick - -	E. by S. 10	2 hours' ebb	Stranded; total -	–	Missed stays; drove ashore and became total wreck.	- - -	Missing stays - -	No.
8 30 a.m.	Clear - -	Unknown 11	- -	Disabled; partial -	nil 500 *l.*	Masts, yards, sail, and gear carried away.	- - -	Stress of weather - -	No.
10 15 a.m.	Moderate -	E. 1	Low water -	Foundered; total -	nil 500 *l.*	Sprang a leak; crew unable to stop it, abandoned her.	- - -	Unseaworthy - -	Force of wind under 9.
4 p.m.	Thick - -	N.N.E. 10	Full - -	Stranded; total -	1	Lost sails; sprang a leak; became unmanageable, and drove ashore.	- - -	Stress of weather; loss of sails.	No.
5 p.m.	Rain - -	N.E. 10	1½ hours' ebb	Stranded; partial -	nil 300 *l.*	Unable to enter Tyne; drove on Blyth Sands.	- - -	Stress of weather - -	Yes; **TYNE.**
4 a.m.	Boisterous -	W.N.W. 9	Flood - -	Foundered; total -	nil 500 *l.*	Lost her masts, sprang a leak, and was abandoned.	- - -	Stress of weather - -	No.
10 a.m.	Thick, with rain	S.E. 9	½ ebb - -	Foundered; total -	–	Lost sails in gale of 25th; became leaky, abandoned, and went down.	- - -	Stress of weather, and loss of sails.	Yes; **FILEY.**
11 a.m.	Bad; heavy sea	Unknown 10	- -	Loss of sails; partial	–	Lost sails; leaky; proceeded to Bridlington.	- - -	Stress of weather, and loss of sails.	Yes; **FILEY.***
1 p.m.	Stormy - -	W. 10	- -	Foundered; total -	nil 450 *l.*	Lost all sails, and being in a sinking state, was abandoned; supposed to have foundered.	- - -	Stress of weather - -	No.
Unknown	Cloudy - -	S. 6	High water -	Stranded; partial -	nil 300 *l.*	Entering River Tyne, tug was not powerful enough to keep her clear of danger. Sea heavy at time.	- - -	Tug's want of power -	Force of wind under 9.
6 a.m.	Clear - -	W.S.W. 9	¾ flood -	Disabled; partial -	nil 200 *l.*	Under close reefed topsails, when owing to heavy sea, bowsprit, fore-topmast, &c., carried away; became leaky, obtained assistance, and proceeded to Grimsby.	- - -	Loss of spars - -	Yes; **FILEY.***
8 a.m.	- - -	Variable, 10	- -	Foundered; total -	nil 400 *l.*	Lost sails, became leaky and was abandoned; sank ½ hour after crew left her.	- - -	Stress of weather - -	No.
9 30 a.m.	Stormy - -	W. 10	- -	Foundered; total -	nil 800 *l.*	Sprung a leak; was abandoned, and seen to founder shortly after.	- - -	Leaky, and stress of weather.	No.
9 30 a.m.	Cloudy - -	S.E. 8	- -	Foundered; total -	nil 450 *l.*	Sprung a leak; pumps choked by cargo; abandoned and sank.	- - -	Leaky - - - -	Force of wind under 9.
11 45 a.m.	Very heavy -	W.S.W. to N.W. 11	- -	Disabled; partial -	–	Heavy squalls, and cross sea; pitched away bowsprit, topmasts, &c.; cut away wreck, and made for Aberdeen. Crossing bar struck heavily.	- - -	Stress of weather -	No.
4 p.m.	Fine - -	N.W. 6	Flood - -	Stranded; partial -	nil 150 *l.*	Entering harbour, kept too far South; ran on to East pier.	- - -	Error of pilot - -	Force of wind under 9.
5 p.m.	Fine - -	N.W. 6	¾ flood -	Stranded; total -	nil 180 *l.*	Bad weather; became leaky, ran for Whitby. Tide swept vessel to South of East pier; let go anchor; chain parted; vessel drove on rocks.	- - -	Leaky - - - -	Ditto.
5 p.m.	Rough and cloudy.	N.E. 8	¾ flood -	Stranded; total -	nil 1,700 *l.*	Proceeding to Shields, tow-line broke, and she drifted on to sand.	- - -	Tow line broke, and tug kept too much to leeward.	Ditto.
6 30 p.m.	Hazy - -	S.S.W. 6	¾ flood -	Stranded; partial -	nil 800 *l.*	Proceeding for the Tyne; struck on rocks; tug cast off to save herself; vessel sprung a leak, got off, and taken into Sunderland.	- - -	Not on right course -	Ditto.

* *See* Foot Note, page 51.

Wrecks and Casualties (otherwise than by Collision) on the North-East Coast of England,

NAME OF SHIP. 1.	Port of Registry (if British). 2.	Port Sailed from. 3.	Date of Sailing. 4.	Hour of Sailing. 5.	Weather at Time of Sailing. 6.	Wind at Time of Sailing. 7.	Tide Stream at Time of Sailing. 8.	Port Bound to. 9.	Whether in Ballast or with Cargo. Ballast. 10.	Cargo. 11.	Exact Spot where Casualty happened. 12.	Date of Casualty. 13.
1859—*continued.*												1859.
(466) Mary - - - Schooner—68—5. (18 years.)	Cowes - -	Sunderland -	30 Oct.	6 a.m.	Moderate -	W.N.W. 5.	High water	Cowes - -	- -	Coals -	6 miles E.S.E. of Hasborough Light.	3 Nov.
(467) Two Brothers - Brig—116—8. (Age unknown.)	Tonsberg - -	Newcastle -	3 Nov.	9 a.m.	Moderate -	W.N.W. 4.	High water	Christiana -	- -	Coals -	Lat. 55·4; Long. 1·55 E.	4 Nov.
(468) Herald - - Schooner—65—4. (27 years.)	Boston - -	Middlesborough	5 Nov.	Noon	Fine - -	W.S.W. 4.	High water	London -	- -	Railway iron.	6 miles E.N.E. of Redcar.	5 Nov.
(469) Problem - - Schooner—65—4. (Age unknown.)	Scarborough -	Hartlepool -	5 Nov.	11 30 a.m.	Fine - -	N.W. 5	High water	Scarborough	- -	Coals -	15 miles E.S.E. of Hartlepool.	7 Nov.
(470) Jane Avery - Brig—258—10. (20 years.)	Shields - -	Shields - -	7 Nov.	12 noon	Fine - -	W. 5	High water	London -	- -	Coals -	2 miles South of Souter Point.	7 Nov.
(471) Produce - - Sloop—15—2. (20 years.)	Hartlepool -	Hartlepool -	7 Nov.	1 p.m.	Fine - -	W. by S. 8	High water	Staithes -	- -	Coals -	Staithes - -	7 Nov.
(472) Dove - - - Brig—92—5. (56 years.)	Sunderland -	Sunderland -	8 Nov.	Noon	Fine - -	W. 4	High water	Boulogne -	- -	Coals -	7 miles East of Scarborough.	8 Nov.
(473) Rainbow - - Brig—150—8. (21 years.)	Dundee - -	North Shields -	8 Nov.	1 p.m.	Fine - -	N.W. 4	High water	Libau - -	- -	General	70 miles E.S.E. of Tynemouth.	9 Nov.
(474) True Blue - - Sloop—31—2. (70 years.)	Anstruther -	Whitby - -	14 Nov.	7 p.m.	Hazy - -	Unknown 4.	High water	Shields -	- -	Ironstone	Opposite Spanish Battery, Tynemouth.	15 Nov.
(475) William and Mary Sloop—45—3. (23 years.)	Goole - -	Maidstone -	15 Nov.	1 p.m.	Fine - -	N.E. 1	¼ flood -	Middlesborough	- -	Timber -	Off Redcar -	20 Nov.
(476) Henry - - - Brig—137—6. (48 years.)	Whitby - -	Hartlepool -	22 Nov.	2 30 p.m.	Fine - -	W. 2	High water	Dover - -	- -	Coals -	Scarborough -	25 Nov.
(477) Fortuna - - Brig—306—11. (14 years.)	Memel - -	Memel - -	15 Nov.	1 p.m.	Fine - -	E.S.E. 5	- -	Hartlepool -	- -	Timber -	Hartlepool -	26 Nov.
(478) Lucretia - - Schooner—126—6. (14 years.)	Liverpool -	Shields - -	3 Dec.	11 a.m.	- -	W.N.W. 4.	Nearly high water.	Plymouth -	- -	Coals -	25 miles E. by S. of Coquet.	5 Dec.
(479) Oak - - - Schooner—47—4. (Age unknown.)	Colchester -	London - -	-	- -	- -	- -	- -	Anstruther -	- -	Wood; hoops.	Off Farn Islands	6 Dec.
(480) Oberon - - Schooner—126—7. (10 years.)	Ystad - -	Hull - -	8 Dec.	6 a.m.	Rain - -	S.S.E. 5	High water	Newcastle -	- -	Salt -	Tynemouth Bar	9 Dec.
(481) Anna - - - Galliot—52—4. (12 years.)	Holland - -	Newcastle -	-	- -	- -	- -	- -	Supposed Holland.	- -	Coals -	Robin Hood's Bay (North of landing-place).	14 Dec.
(482) Jamaica - - Barque—298—11. (11 years.)	Sunderland -	Gothenburg -	28 Nov.	9 a.m.	Moderate -	N.E. 5	- -	W. Hartlepool	- -	Deals -	Long Scar Rocks, East Hartlepool.	14 Dec.
(483) Ætna - - - Schooner—82—4. (Age unknown.)	London - -	Leith - -	13 Dec.	8 30 a.m.	Foggy - -	N.N.W. 2	Low water	Sandwich -	- -	Barley -	Whitby - -	14 Dec.
(484) Olive Branch - Schooner—114—6. (15 years.)	Colchester -	Colchester -	13 Dec.	Noon	Moderate -	N. 5	½ flood -	Seaham -	Ballast -	- -	Filey Brig -	17 Dec.
(485) John Henry Yates Schooner—169—6. (19 years.)	Sunderland -	London - -	12 Dec.	9 a.m.	Thick - -	W.S.W. 4	Low water	Sunderland -	Ballast -	- -	Robin Hood's Bay (6 miles S. of Whitby.)	17 Dec.
(486) Belford - - Schooner—94—5. (Age unknown.)	Dundee - -	London - -	11 Dec.	3 a.m.	Very thick -	N.W. 2	High water	Dundee -	- -	Jute -	North part of Robin Hood's Bay.	17 Dec.
(487) Apollo - - Barque—288—10. (32 years.)	London - -	Sunderland -	19 Dec.	11 a.m.	Fine - -	W. by S. 5	High water	Almeira -	- -	Coals and coke.	25 miles E. of Flamborough Head.	21 Dec.

between the Farn Islands and Flamborough Head, during the Five Years ending 1860—*continued.*

Hour of Casualty. 14.	Weather at Time of Casualty. 15.	Wind at Time of Casualty. 16.	Tide at Time of Casualty. 17.	Nature of Casualty, and whether occasioning Total Loss or only partial Damage. 18.	No. of Lives and estimated Value of Property lost. 19.	Circumstances which caused the Casualty. 20.	Was the Vessel driven back; and, if so, how far had she reached Southward or Northward on her Voyage? 21.	State any Particulars that can throw Light on the Cause of the Casualty. 22.	Might the Casualty have been prevented or mitigated by the proposed Works at the Tyne, at Hartlepool, and at Filey? 23.
1 p.m.	Fine	S.S.E. 9	½ flood	Foundered; total	–	On the 1st, heavy sea strained her; leaky; pumped until the 3rd; abandoned and went down.	–	Stress of weather; leaky	Yes; **FILEY.**
7 p.m.	Squally	S.S.E. 9	Flood	Foundered; total	–	Sprung a leak	–	Stress of weather	No.
5 p.m.	Squally with rain.	S.W. 9	½ flood	Loss of spars; partial.	nil 50 *l.*	Struck by squall; carried away foretopmast and foremast head; anchored in Sands End Bay till the 7th, and proceeded to Grimsby.	–	Stress of weather; loss of spars.	No.
–	Rain	W.S.W. 10	¼ ebb	Foundered; total	nil 400 *l.*	Struck by three heavy seas, which filled her, and she sank immediately.	–	Stress of weather	No.
2 p.m.	Fine	W. Squally.	High water	Loss of spars; partial.	nil 50 *l.*	Squall carried away foremast head, &c. Got assistance, and put back to Shields.	–	Loss of spars	Force of wind under 9.
10 p.m.	Cloudy; heavy sea.	W.S.W. 6	High water	Stranded; partial	nil 50 *l.*	Discharged part of cargo; struck by heavy sea; carried away her warp, and drove on beach.	–	Parting of warp	Ditto.
10 30 p.m.	Squally	N. 9	Low water	Leaky; partial	nil 120 *l.*	Struck by heavy sea; started stern-frame and rudder; became leaky, and put into Bridlington.	–	Stress of weather	Yes; **FILEY.***
9 a.m.	Hazy	N. 9	½ ebb	Leaky; partial	nil 50 *l.*	Heavy sea struck her; carried away bulwarks, &c.; made for Hartlepool, and arrived there on 11th November.	–	Stress of weather	No.
9 30 p.m.	Rain	N.E. 5	¼ ebb	Stranded; total	nil 170 *l.*	Crossing the bar the tide-lights were put out, and vessel became a wreck.	–	Lights being put out.	Force of wind under 9.
6 30 p.m.	Fog	S.S.E. 1	Low water	Stranded; partial	nil 45 *l.*	Struck upon the rocks in thick weather, when buoys could not be seen.	–	Thick weather	Ditto.
5 15 p.m.	Hazy	S.S.E. 6	High water	Stranded; partial	nil 350 *l.*	Heavy sea running; sprung a leak, and bore away for Scarborough; on the bar she refused to answer her helm, and drove ashore.	–	Leaky	Ditto.
8 30 p.m.	Thick	S. 5	½ ebb	Stranded; partial	–	Making for Tees Bay in thick weather, some lights were taken for Hartlepool Lights; altered course, and struck.	–	Thick weather, and mistaking lights.	Ditto.
6 a.m.	–	W. 9	½ flood	Foundered; total	nil 678 *l.*	Sprung a leak	–	Stress of weather	No.
–	–	–	–	Foundered; total	–	Struck by heavy sea; sprung leak; being in a sinking state, was abandoned.	–	–	No.
6 30 a.m.	Stormy	S. 5	½ ebb	Stranded; partial	nil 190 *l.*	Crossing bar in tow; insufficient water on bar; heavy sea; struck ground, and broke towline; beat heavily for three hours; assisted off into Shields.	–	Error of judgment	Force of wind under 9.
1 30 p.m.	Thick, with snow showers.	N.N.E. 8	Low water	Stranded; partial	–	Sprung a leak; run ashore to save life.	–	–	Ditto.
2 p.m.	Heavy squalls	N.N.E. 9	Low water	Stranded; total	nil 1,800 *l.*	Reached Hartlepool in a leaky state, and anchored; gale increased, and drove her ashore.	–	Dragged anchors; stress of weather.	Yes; **HARTLEPOOL.**
3 30 p.m.	Stormy, with snow.	N.E. 10	¾ flood	Stranded; total	nil 500 *l.*	Sprung a leak off Fern Islands; pumps choked; run for Whitby; within 400 yards of harbour struck by sea; drove on beach, and broke up.	–	Stress of weather	Yes; **TYNE.**
7 30 p.m.	Dark and hazy	W.S.W. 5	½ flood	Stranded; total	nil 750 *l.*	Steering too far to the west in hazy weather; master thought himself further from the land when he passed Flamborough Head.	–	Error in judgment; lead not hove.	Force of wind under 9.
10 p.m.	Very thick	W.S.W. 5	High water	Stranded; partial	–	Got on shore in thick weather; lights could not be seen; discharged cargo; got off, and taken into Whitby.	–	Thick weather	Ditto.
10 30 p.m.	Very thick	W.N.W. 8	High water	Stranded; partial	–	Got on shore in thick weather; lights could not be seen; discharged cargo; got off, and taken into Whitby.	–	Thick weather	Ditto.
2 a.m.	Clear	S.S.W. 9	¾ flood	Leaky; partial	nil 350 *l.*	Heavy sea struck her on port bow; hove on beam ends; caused her to strain and become leaky; got assistance, and proceeded to Grimsby.	–	Stress of weather	No.

* *See* Foot Note, page 51.

Wrecks and Casualties (otherwise than by Collision) on the North-East Coast of England

NAME OF SHIP. 1.	Port of Registry (if British). 2.	Port Sailed from. 3.	Date of Sailing. 4.	Hour of Sailing. 5.	Weather at Time of Sailing. 6.	Wind at Time of Sailing. 7.	Tide Stream at Time of Sailing. 8.	Port Bound to. 9.	Whether in Ballast or with Cargo. Ballast. 10.	Whether in Ballast or with Cargo. Cargo. 11.	Exact Spot where Casualty happened. 12.	Date of Casualty. 13.
1859—*continued.*												1859.
(488) Lady Anne - Brigantine—70—4. (31 years.)	Yarmouth -	Yarmouth -	20 Dec.	3 p.m.	Moderate	S.W. 4	½ flood -	Seaham -	Ballast	- -	Flamborough Head.	23 Dec.
(489) Countess of Cawdor. Brig—125—8. (9 years.)	Banff - -	Burnt Island -	Unknown	Unknown	Unknown	Unknown	Unknown	Sunderland -	- -	Pig iron	Newton Rocks	24 Dec.
(490) Brenda - - Brig—167—8. (29 years.)	Shoreham -	Shoreham -	20 Dec.	9 a.m.	Fine - -	S.W. 6	High water	Hartlepool -	Ballast	- -	Blackhall Rocks	24 Dec.
(491) Josephine - - Barque—288—11. (21 years.)	Montrose -	Shields - -	28 Dec.	5 45 a.m.	Fine, but hazy.	S. 2	High water	Cadiz - -	- -	Coals	Shields Bar	28 Dec.
1860.												1860.
(492) Two Sarahs - Sloop—55—3. (14 years.)	Goole - -	Dundas - -	7 Dec.	6 a.m.	Thick -	W. 5	Unknown	Calais - -	- -	Pig iron	7 miles off Whitby.	1 Jan.
(493) Sea Bird - - Brig—253—9. (21 years.)	Shields - -	South Shields -	8 Jan.	3 p.m.	Fine -	W.S.W. 4	High water	London -	- -	Coals	Filey brig -	10 Jan.
(494) Cove - - - Brig—172—7. (19 years.)	Shields - -	Blyth - -	8 Jan.	2 45 p.m.	Fine -	W.S.W. 3	High water	Dieppe -	- -	Coals	Filey brig -	10 Jan.
(495) Ulysses - - Schooner—54—4. (20 years.)	Wells - -	Wells - -	13 Jan.	2 p.m.	Cloudy -	S.E. by S. 6	High water	Newcastle -	- -	Flour and grain.	Ryhope, 2 miles N. of Seaham.	19 Jan.
(496) Alice Gill - - Barque—261—11. (10 years.)	Banff - -	Gluckstadt -	14 Jan.	7 p.m.	Hazy -	S.S.E. 4	High water	Newcastle -	Ballast	- -	Newbiggin Bay	20 Jan.
(497) Royal Sovereign Snow—183—7. (12 years.)	Sunderland -	Sunderland -	21 Jan.	2 a.m.	Clear -	S.S.W. 4	High water	Charente -	- -	Coals and coke.	Off Whitby -	22 Jan.
(498) Breakwater - Brig—180—7. (32 years.)	Newcastle -	London - -	19 Jan.	8 a.m.	Clear -	N.N.W. 5	High water	Shields -	Ballast	- -	Dogger Bank, North Sea.	23 Jan.
(499) Friends Good Will. Schooner—57—4. (50 years.)	Shields - -	North Shields	23 Jan.	2 p.m.	Fine -	W.N.W. 6	High water	Sittingbourne	- -	Coals	Off Whitby -	23 Jan.
(500) Ebenezer - - Schooner—71—5. (17 years.)	Maldon - -	Middlesborough	23 Jan.	3 p.m.	Fine - -	W. 3	¾ flood -	Leigh near Maldon.	- -	Coals	17 miles E. of Whitby.	24 Jan.
(501) May Flower - Brig—185—7. (28 years.)	Hartlepool -	London - -	22 Jan.	10 a.m.	Cloudy -	W. 6	Low water	Hartlepool -	Ballast	- -	Off Flamborough Head.	26 Jan.
(502) Emily - - Brig—256—9. (18 years.)	Shields - -	London - -	23 Jan.	8 30 p.m.	Snow showers.	S.S.E. 6	¼ ebb -	Shields -	Ballast	- -	Robin Hood's Bay.	26 Jan.
(503) Marion - - Brig—192—9. (16 years.)	Exeter - -	Exeter - -	20 Jan.	4 p.m.	Fine -	N.W. 5	Flowing -	Hartlepool -	Ballast	- -	Robin Hood's Bay.	26 Jan.
(504) Veronica - - Brig—232—9. (20 years.)	Scarborough -	London - -	- -	- -	- -	- -	- -	Shields -	Ballast	- -	Robin Hood's Bay.	26 Jan.
(505) Earl Bathurst - Brig—219—8. (Age unknown.)	Hartlepool -	London - -	- -	- -	- -	- -	- -	Hartlepool -	Ballast	- -	Robin Hood's Bay.	26 Jan.
(506) Swan - - Brig—146—6. (2 years.)	Sunderland -	Southampton -	20 Jan.	Noon	Rain -	S.W. 5	High water	Sunderland -	Ballast	- -	Robin Hood's Bay.	26 Jan.
(507) Athens - - Brig—230—9. (28 years.)	Shields - -	London - -	21 Jan.	2 p.m.	Fine - -	S. 5	½ ebb -	Shields -	Ballast	- -	Robin Hood's Bay.	26 Jan.
(508) Hebe - - - Brig—187—7. (59 years.)	Shields - -	London - -	24 Jan.	Noon	Fine -	W.S.W. 5	High water	Shields -	Ballast	- -	Robin Hood's Bay.	26 Jan.
(509) William Watson, Brig—283—10. (Age unknown).	Hartlepool -	London - -	- -	- -	- - -	- -	- -	Hartlepool -	Ballast	- -	Robin Hood's Bay.	26 Jan.

between the Farn Islands and Flamborough Head, during the Five Years ending 1860—*continued.*

Hour of Casualty. 14.	Weather at Time of Casualty. 15.	Wind at Time of Casualty. 16.	Tide at Time of Casualty. 17.	Nature of Casualty, and whether occasioning Total Loss or only Partial Damage. 18.	No. of Lives and estimated Value of Property Lost. 19.	Circumstances which caused the Casualty. 20.	Was the Vessel driven back; and, if so, how far had she reached Southward or Northward on her Voyage? 21.	State any Particulars that can throw Light on the Cause of the Casualty. 22.	Might the Casualty have been prevented or mitigated by the proposed Works at the Tyne, at Hartlepool, and at Filey? 23.
11 p.m.	Thick, with rain.	S.S.E. 6	¼ flood -	Stranded; partial -	nil 150 *l.*	Working out of Bridlington Bay, missed stays, let go anchors, drove until she struck beach.	- - - -	Missing stays - -	Force of wind under 9.
1.30 a.m.	Thick and hazy	S. by E. 6	¾ flood -	Abandoned; total -	8 1,300 *l.*	Supposed that vessel struck upon some rock in the Fairway, and that crew took to boat, and were drowned. Hull found on Embledon Rock, and boat on beach.	- - -	Abandoned - - -	Ditto.
12.10 p.m.	Very thick -	W.S.W. 1	2 hours' flood	Stranded; partial -	- -	Got on shore in thick weather, after striking very heavily; came off leaky; assisted into Hartlepool.	- -	Neglect of lead - -	Ditto.
- -	Fine, but hazy	S. 2	Ebbing -	Stranded; partial -	nil 300 *l.*	Crossing bar in tow, struck heavily; beat over into deep water; bore away for Pentland Frith; continued to make water, and put into Montrose for repairs.	- - -	Error of pilot in attempting to take bar.	Ditto.
8.30 a.m.	Clear - -	S.S.W. 10	High water -	Dismasted, &c.; partial.	nil 200 *l.*	Masts, sails, &c., carried away in a gale, subsequently sprung a leak; towed into Shields.	Off Whitby -	- - - -	No.
1 a.m.	Thick fog -	W. 4	¼ flood -	Stranded; total -	nil 1,600 *l.*	Thick fog, and neglect of lead. After striking on the rocks, came off; filled and sunk.	No - - -	Vessel steered too much to southward.	Force of wind under 9.
1 a.m.	Thick fog -	W. 4	¼ flood -	Stranded; total -	nil 1,350 *l.*	Thick fog, and neglect of lead. After striking on the rocks, came off; filled and sunk.	No - - -	Vessel steered too much to southward.	Ditto.
9.15 p.m.	Thick; heavy sea.	W. by S. 2.	¼ flood -	Stranded; total -	nil 1,000 *l.*	Thick fog, and neglect of lead. After striking on the rocks, came off; filled and sunk.	No - - -	- - - -	Ditto.
1 a.m.	Thick and cloudy.	S.S.W. 7	High water -	Stranded; total -	nil 1,700 *l.*	When in the act of staying, vessel struck upon a rock; lost her rudder, became unmanageable, and drifted ashore.	No - - -	Thick weather - -	Ditto.
1 p.m.	Hazy - -	W.N.W. 9	Low water -	Loss of sails, &c.; partial.	nil 60 *l.*	Heavy gale, and sea bulwarks, &c., much damaged, sails, split, &c., &c.	- - -	Stress of weather (an old worn out vessel).	Yes; FILEY.*
5 a.m.	Hazy - -	W. to W.N.W. 9	- - -	Dismasted, &c.; partial.	nil 300 *l.*	Vessel lost her masts, and became leaky; towed into Grimsby.	- - -	Stress of weather -	No.
10 p.m.	Hazy - -	S.E. 10	Nearly low water.	Leaky; partial -	nil 70 *l.*	Sprung a leak in a heavy gale; put into Bridlington.	- - -	Stress of weather (an old worn out vessel).	No.
11 a.m.	Rain - -	S.W. 9	½ flood -	Abandoned; total -	nil. 200 *l.*	Lost her rudder, and sprung a leak.	- - -	Appears to have been unseaworthy.	No.
2 a.m.	Fine - -	W.S.W. 5	Flowing -	Stranded; partial -	nil. 200 *l.*	Not keeping a proper look out for Flamboro' Head Light.	- - -	Negligence of mate -	Force of wind under 9.
8.15 p.m.	Thick, with snow.	S.S.E. 8	¼ ebb - -	Stranded; partial -	nil. 1,000 *l.*	Mistaking a light in Robin Hood's Bay for the Whitby Light.	- - -	Weather thick, with snow, and keeping too near the land.	Ditto.
8.30 p.m.	Thick, with snow.	S.S.E. 6	1 hour ebb -	Stranded; total -	nil. 800 *l.*	- - Ditto - - -	- - -	- - Ditto - - -	Ditto
8.30 p.m.	Thick, with snow.	S.S.E. 6	¼ ebb - -	Stranded; partial -	-	- - Ditto - - -	- - -	- - Ditto - - -	Ditto.
8.30 p.m.	Thick, with snow.	S.S.E. 6	¼ ebb - -	Stranded; partial -	-	- - Ditto - - -	- - -	- - Ditto - - -	Ditto.
8.45 p.m.	Thick, with snow.	S.S.E. 6	¼ ebb - -	Stranded; partial -	nil. 100 *l.*	This vessel seeing the green lights of the two preceding vessels on her port bow, starboarded helm to pass under their stern, and struck upon the ground.	- - -	- - Ditto - - -	Ditto.
8.45 p.m.	Thick, with snow.	S.S.E. 6	¼ ebb - -	Stranded; total -	nil. 1,200 *l.*	Mistaking a light in Robin Hood's Bay for Whitby Light.	- - -	- - Ditto - - -	Ditto.
8.45 p.m.	Thick, with snow.	S.S.E. 6	¼ ebb - -	Stranded; total -	nil. 1,000 *l.*	- - Ditto - - -	- - -	- - Ditto - - -	Ditto.
8.45 p.m.	Thick, with snow.	S.S.E. 6	¼ ebb - -	Stranded; partial-	-	- - Ditto - - -	- - -	- - Ditto - - -	Ditto.

* See Note, page 51.

Wrecks and Casualties (otherwise than by Collision) on the North-east Coast of England,

NAME of SHIP. 1.	Port of Registry (if British). 2.	Port Sailed from. 3.	Date of Sailing. 4.	Hour of Sailing. 5.	Weather at Time of Sailing. 6.	Wind at Time of Sailing. 7.	Tide Stream at Time of Sailing. 8.	Port Bound to. 9.	Whether in Ballast or with Cargo. Ballast. 10.	Cargo. 11.	Exact Spot where Casualty happened. 12.	Date of Casualt 13.
1860—*continued.*												1860.
(510) Marian - - Brig—182—7. (25 years.)	Sunderland -	Southampton -	- -	- -	- -	- -	- -	Sunderland	Ballast	- -	Robin Hood's Bay.	26 Jan.
(511) Clemence - - (Schooner—131—6. (13 years.)	Caen - -	Caen - -	-	- -	- -	- -	- -	Sunderland -	Ballast	- -	Cowlins Scars, Robin Hood's Bay.	26 Jan.
(512) Sharp - - Barque—320—12. (14 years.)	Newcastle -	Liverpool -	27 Dec.	10 a.m.	Fine - -	S. 2	¼ flood -	Newcastle -	-	Salt -	Herd Sand -	27 Jan.
(513) Medium - - Barque—420—15. (8 years.)	Shields - -	Liverpool -	9 Jan.	Noon	Fine - -	S. 2	High water -	Shields -	-	Salt -	Herd Sand -	27 Jan.
(514) Mary Mac - - Brig—210—7. (8 years.)	Londonderry -	Wivenhoe -	25 Jan.	Noon	Rough -	W.N.W. 6.	High water -	Hartlepool -	-	Salt -	Robin Hood's Bay	29 Jan.
(515) Lord Hill - - Schooner—65—4. (40 years.)	Inverness -	Nairn - -	22 Jan.	Noon	Fine - -	W. 2	High water -	Newcastle -	-	Fir Staves.	Herd Sand -	1 Feb.
(516) Thomas Ferguson Schooner—66—5. (3 years.)	Inverness -	London - -	24 Jan.	6 a.m.	Fine - -	W.S.W. 2.	High water -	Invergordon	-	Bone Manure.	Entrance of North Sunderland Harbour.	2 Feb.
(517) Two True Friends Sloop—35—3. (30 years.)	Yarmouth -	Stockton - -	12 Feb.	5 p.m.	Squally -	N.E. 8	¼ flood -	London -	-	Bottles and Bricks	7 miles S.E. of Flamborough Head.	15 Feb.
(518) Martha Clay - Barque—400—14. (4 years.)	Newcastle -	Shields - -	19 Feb.	1 30 p.m.	Squally -	N.W. 9	High water -	Havana -	-	Coals	Shields Bar -	19 Feb.
(519) Hampshire - Barque—298—11. (23 years.)	Liverpool -	Sunderland -	19 Feb.	2 p.m.	Clear - -	N.N.W. 5.	High water -	Alexandria -	-	Coals	Sunderland Docks.	19 Feb.
(520) Bell - - - Sloop—39—3. (62 years.)	- - -	Sunderland -	11 Feb.	5 p.m.	Fine - -	S.E. 2.	High water -	Leith - -	-	Coals	¾ mile S. of Amble.	19 Feb.
(521) Harvest Home - Brig—132—7. (22 years.)	Aberdeen -	Shields - -	18 Feb.	Noon	Clear - -	W.N.W. 4.	High water -	Aberdeen -	-	- -	Sunderland Bar	20 Feb.
(522) Delphine - - Schooner—79—6. (31 years.)	Nantes - -	Dieppe - -	28 Jan.	6 a.m.	Fine - -	S.E. 4.	High water -	Sunderland -	Ballast	- -	Off Redcar -	23 Feb.
(523) Twaalingen - Brig—207—9. (29 years.)	Schiedam -	Rotterdam -	9 Feb.	- -	Fine - -	S.E. 5.	Low water -	Leith - -	-	Hay -	Four miles S. of Farn Islands.	24 Feb.
(524) Radient - - Snow—204—9. (10 years.)	Shields - -	Havre - -	18 Feb.	7 a.m.	Variable -	N.E. 1.	High water -	Amble -	Ballast	- -	Hadstone Rock 4 miles S. of River Coquet.	25 Feb.
(525) Antilles - - Brig—194—8. (Unknown.)	Shields - -	Havre - -	23 Feb.	Midnight	Fine - -	E. by N. 4.	High water -	Shields -	Ballast	- -	3 miles S.W. of Tynemouth Light.	27 Feb.
(526) Schiedam - - Brig—220—8. (22 years.)	London - -	Havre - -	23 Feb.	3 30 p.m.	Dull - -	S.E. 4.	High water -	Shields -	Ballast	- -	Off Souter Point.	27 Feb.
(527) Aaron Eaton - Brig—223—9. (Unknown.)	Shields - -	Dieppe - -	25 Feb.	2 p.m.	- -	W.S.W. 5.	- -	Amble -	Ballast	- -	Off Tynemouth	27 Feb.
(528) Ocean - - Brig—165—6. (20 years.)	Whitby - -	London	24 Feb.	3 30 p.m.	Clear - -	S.S.W. 4.	Low water -	Hartlepool -	Ballast	- -	Off Huntcliff -	28 Feb.

between the Farn Islands and Flamborough Head, during the Five Years ending 1860—*continued.*

Hour of Casualty. 14.	Weather at Time of Casualty. 15.	Wind at Time of Casualty. 16.	Tide at Time of Casualty. 17.	Nature of Casualty, and whether occasioning Total Loss or only Partial Damage. 18.	No. of Lives and estimated Value of Property Lost. 19.	Circumstances which caused the Casualty. 20.	Was the Vessel driven back; and, if so, how far had she reached Southward or Northward on her Voyage? 21.	State any Particulars that can throw Light on the Cause of the Casualty. 22.	Might the Casualty have been prevented or mitigated by the proposed Works at the Tyne, at Hartlepool, and at Filey? 23.
9 p.m.	Thick, with snow.	S.S.E. 6	¼ ebb	Stranded; total	–	Mistaking a light in Robin Hood's Bay for the Whitby Light.	–	Weather thick, with snow; and keeping too near the land.	Force of wind under 9.
9 p.m.	Thick, with snow.	S.S.E. 6	¼ ebb	Stranded; total	–	Keeping too near in shore to make Whitby Light; probably from same cause as above.	–	ditto	Ditto.
5 p.m.	Squally	N.E. 7	¾ flood	Stranded; partial	nil 1,150 *l.*	When crossing bar at entrance of Sunderland Harbour a change of wind and a strong tide drove vessel on to sand.	–	–	Ditto.
5 20 p.m.	Squally	N.E. 8	¾ flood	Stranded; total	nil 2,200 *l.*	When proceeding towards the Herd Buoy steam tug, being unable to tow vessel to windward, cast off the tow-rope, and having refused her helm, she drove on to the sand.	–	–	Ditto.
1 30 a.m.	Thick and stormy.	S.S.E. 8	Low water	Stranded; partial	–	Wind suddenly changed, when cable parted, and vessel drove ashore.	–	Thick weather; vessel got too near the land, and was brought up, owing to the wind having become calm.	Ditto.
9 30 a.m.	Squally	N. 7	High-water	Stranded; partial	nil 100 *l.*	When crossing Tynemouth Bar, wind changed, and vessel was driven ashore.	–	–	Ditto.
11 a.m.	Snow and hail, showery.	N.N.E. 9	High-water	Stranded; partial	nil 450 *l.*	On entering harbour, was struck by a sea, when she broached to, and struck the ground.	–	–	No.
10 p.m.	Heavy sea	N. E. by N. 9	High-water	Leaky; partial	nil 100 *l.*	Shipped several heavy seas; was thrown on her beam ends, and became leaky; sails and bulwarks cut away to right her; towed into Hull next day.	–	Stress of weather	Yes; FILEY.
2 p.m.	Thick, with snow.	N. 10.	Ebbing	Leaky; partial	nil 200 *l.*	Struck on the bar on going out, and sprung a leak; continued on voyage until the next day, when the leak having increased, put into Grimsby.	–	–	Yes; TYNE.
2 30 p.m.	Very thick, with snow.	N. 9	High-water	Stranded; partial	nil 1,750 *l.*	Ship on being towed out was struck by a violent squall, and thrown against N. pier; ran aground; seriously damaged; pilot on board.	–	Stress of weather	No.
2 30 p.m.	Snow	N.W. 10	–	Stranded; total	–	Dragged anchors off Beadnell; ran for Amble, and on entering harbour broached to and struck N. pier; was subsequently taken in tow by tug, but towline breaking, drifted ashore.	–	Want of power in steam tug.	No.
3 p.m.	Snow squalls	N. by W. 10	High-water	Stranded; partial	nil 60*l.*	Struck heavily on the bar on crossing, and sustained damage to bottom.	–	Heavy sea on bar	Yes; HARTLEPOOL.
11 p.m.	Hazy	W.S.W. 6	¼ flood	Stranded; total	nil 400 *l.*	The night being dark and hazy, vessel kept too near the land, and struck upon the rocks.	–	Neglect of lead, and hazy weather, which prevented lights from being seen.	Force of wind under 9.
1 a.m.	Thick	S.W. 6	–	Stranded; partial	nil 120 *l.*	Struck upon a sunken rock, and sprung a leak; obtained assistance and proceeded to Leith.	–	–	Ditto.
2 a.m.	Hazy	S.W. 4	½ flood	Stranded; partial	–	When off Tynemouth, vessel's course was altered to N.E., and this course was continued until she struck; lead not hove.	–	Neglect of lead	Ditto.
1 30 p.m.	Bad	W.N.W. 12	¼ flood	Dismasted; partial	–	In consequence of the violence of the gale, the masts were cut away, and assistance having been obtained, vessel put into Shields.	–	Stress of weather	No.
2 p.m.	Clear	W. by N. 10	Low-water	Dismasted; partial	–	Having parted from one anchor and dragged the other, the masts were cut away for preservation of vessel and crew.	–	Stress of weather	No.
2 30 p.m.	Very bad	N.W. 12	–	Dismasted, &c.; partial.	–	Thrown on beam ends by a heavy sea; main and foremasts cut away; towed to Amble.	–	Stress of weather	No.
11 0 p.m.	Thick, with snow.	N.E. by E. 6	Low water	Stranded; total	nil 800 *l.*	Standing in too close to the land; not using lead, and thick weather.	–	–	Force of wind under 9.

Wrecks and Casualties (otherwise than by Collision) on the North-East Coast of England,

NAME OF SHIP. 1.	Port of Registry (if British). 2.	Port Sailed from. 3.	Date of Sailing. 4.	Hour of Sailing. 5.	Weather at Time of Sailing. 6.	Wind at Time of Sailing. 7.	Tide Stream at Time of Sailing. 8.	Port Bound to. 9.	Whether in Ballast or with Cargo. Ballast. 10.	Cargo. 11.	Exact Spot where Casualty happened. 12.	Date of Casualty. 13.
1860—*continued.*												1860.
(529) Olive - - Sloop—44—3. (20 years.)	Hull - -	London - -	1 Mar.	4 a.m.	Fine -	W.S.W. 2	High water -	Newcastle -	- -	Linseed	At mouth of Whitby Harbour.	4 Mar.
(530) Rapid - - Sloop—58—6. (12 years.)	Bruges - -	Brug - -	10 Mar.	3 p.m.	Fine -	W. 4	High water -	Leith - -	- -	Beans -	Filey Brig -	13 Mar.
(531) Conquest - - Steam Tug—14—4. (18 years.)	Shields - -	Shields - -	15 Mar.	10 a.m.	Fin -	W.N.W. 3	High water -	In search of vessels.	Ballast -	- -	Whitby Rocks	16 Mar.
(532) Walker - - Brig—253—9. (60 years.)	Shields - -	London - -	14 Mar.	6 a.m.	Fin -	W. 3	High water -	Shields -	Ballast -	- -	Sunderland -	17 Mar.
(533) Elizabeth Young Brig—179—6. (11 years.)	Stockton -	Calais - -	18 Mar.	10 a.m.	Cloudy -	W.S.W. 4	High water -	Shields -	Ballast -	- -	Between Seaham and Hartlepool.	9 Mar.
(534) Florence Nightingale. Brig—136—9. (5 years.)	Fraserburgh -	Fraserburgh -	21 Mar.	11 a.m.	Fine -	N.W. 3	Ebbing -	Newcastle -	Ballast -	- -	Navestone Rock, one of the Farn Islands.	2 Mar.
(535) Mersey - - Barque—607—18. (9 years.)	London - -	Hartlepool -	24 Mar.	3 p.m.	Fine -	W.N.W. 4	High water -	Madras -	- -	General	Hartlepool Roads.	25 Mar.
(536) Aid - - - Sloop—35—2. (12 years.)	Middlesborough	Sunderland -	22 Mar.	3 p.m.	Fine -	N.W. 5	High water -	Staithes -	- -	Coals -	Penny Steel, ¼ mile E.N.E. of Staithes, Yorkshire.	31 Mar.
(537) Creole - - Schooner—120—6. (13 years.)	Yarmouth -	Amble - -	12 April	7 p.m.	Clear -	S.S.E. 3	½ flood - -	Shields -	Ballast -	- -	Sow and Pigs Rocks, E. of Blyth.	12 April
(538) Eamont - - Brig—272—10. (24 years.)	Shields - -	Bremerhaven -	Unknown	9 a.m.	Fine -	S. 3	High water -	Shields -	Ballast -	- -	Herd Sand -	17 April
(539) Adrnicaple - Barque—109—8. (Unknown.)	Arundel - -	Littlehampton	18 April	10 a.m.	Fine -	N.N.E. 4	High water -	Sunderland -	- -	Timber -	Sunderland Bar.	24 April
(540) Astley - - Brig—93—5. (Unknown.)	Yarmouth -	Seaham - -	25 May	6 p.m.	Fine -	S.W. 5	High water -	Yarmouth -	- -	Coals -	Flamborough Head.	27 May
(541) Prince Frederick William. Barque—347—14. (8 years.)	Aberdeen -	Huelva, Spain	- -	-	Unknown	- -	- -	Newcastle -	- -	Sulphur Ore.	15 miles off Scarborough.	27 May
(542) Calla - - - Brig—179—8. (21 years.)	Exeter - -	Newcastle -	27 May	9 a.m.	Clear -	N.N.W. 9	High water -	Exeter -	- -	Coals -	Flamborough Head.	28 May
(543) Agnes - - Brig—146—8. (21 years.)	Folkestone -	Lowestoft -	25 May	1 p.m.	Fine -	S.W. 4	High water -	Newcastle -	Ballast -	- -	Redcar - -	28 May
(544) Amelia and Ann Schooner—81—5. (7 years.)	Goole - -	London - -	22 May	3 p.m.	Fine -	S.W. 5	High water -	Fisherrow -	- -	Linseed	Off Filey -	28 May
(545) Ellen - - Brig—222—8. (12 years.)	Whitby - -	London - -	24 May	Noon -	Fine -	W.N.W. 5	½ flood - -	Hartlepool -	Ballast -	- -	Off Whitby -	28 May
(546) Transit - - Schooner—103—6. (13 years.)	Teignmouth -	Torquay - -	23 May	10 a.m.	Fine -	Variable, 2	Flood - -	Sunderland -	Ballast -	- -	Off Whitby -	28 May
(547) Ant - - - Brig—112—5. (21 years.)	Scarborough -	Sheerness -	24 May	2 p.m.	Fine -	W.	High water -	Middlesborough	Ballast -	- -	Bran Sands, near River Tees.	28 May
(548) Wilhelmina - Brig—209—9. (26 years.)	Hamburgh -	Hamburgh -	20 May	4 p.m.	Fine -	N.E. 3	½ flood -	Hartlepool -	Ballast -	- -	Bran Sands, River Tees.	28 May
(549) Guard - - Schooner—123—6. (42 years.)	Rochester -	Rochester -	24 May	3 p.m.	Fine -	W. 3	¾ flood - -	W. Hartlepool	Ballast -	- -	Bran Sands, River Tees.	28 May

between the Farn Islands and Flamborough Head, during the Five Years ending 1860—*continued.*

Hour of Casualty. 14.	Weather at Time of Casualty. 15.	Wind at Time of Casualty. 16.	Tide at Time of Casualty. 17.	Nature of Casualty, and whether occasioning Total Loss or only partial Damage. 18.	No. of Lives, and estimated Value of Property lost. 19.	Circumstances which caused the Casualty. 20.	Was the Vessel driven back; and, if so, how far had she reached Southward or Northward on her Voyage? 21.	State any Particulars that can throw Light on the Cause of the Casualty. 22.	Might the Casualty have been prevented or mitigated by the proposed Works at the Tyne, at Hartlepool, and at Filey? 23.
3 p.m.	Stormy	N.N.W. 8	Low water	Stranded; partial	—	Ran for Whitby for shelter; refused her helm, struck on the bar, and sprung a leak.			Force of wind under 9.
7 30 p.m.	Thick, with rain	Variable 6	High water	Stranded; partial	—	Thick weather, and steering a too westwardly course.			Ditto.
2 30 a.m.	Moderate	N.W. 5	1 hour's ebb	Stranded; partial	nil 200 *l.*	Parted from anchor, and drove on to rocks. Crew below at the time.			Ditto.
12 30 a.m.	Cloudy	S.W. 7	¼ ebb	Stranded; partial	nil 600 *l.*	Struck upon the foundation stones laid for the S. pier, through luffing too much while making arrangements with tug.		Tug should have towed vessel farther out.	Ditto.
0 a.m.	Cloudy	W.S.W. 4	Nearly low water.	Dismasted; partial	nil 550 *l.*	From some unknown cause the bowsprit gave way, causing both masts to go by the board.			Ditto.
10 a.m.	Hazy	N.W. 6	1½ hours' ebb	Stranded; total	nil 1,800 *l.*	Error in judgment; master considered himself farther from rocks. Lead not hove.			Ditto.
2 a.m.	Rain	N.E. 9	½ flood	Distressed; partial	nil 250 *l.*	Brought up in Hartlepool Roads; slipped cable; shipped heavy sea; assisted into Grimsby.		Stress of weather	Yes; HARTLEPOOL.
0 30 a.m.	Squally	S.W. 6	High water	Stranded; total	nil 180 *l.*	Keeping too near the rocks.			Force of wind under 9.
1 30 p.m.	Cloudy	S.S.E. 4	¼ ebb	Stranded; total	nil 1,000 *l.*	Error of steam-tug engineer (which was towing the vessel), in steering a course W. by S. instead of S. by W.			Ditto.
11 p.m.	Fresh and cloudy.	N.N.E. 5	½ flood	Stranded; partial	nil 100 *l.*	Mistaking lights; no bearings taken, nor lead hove.		Negligence	Ditto.
8 45 p.m.	Fine	E.N.E. 5	Ebbing	Stranded; partial	nil 150 *l.*	Struck on the bar on crossing, through carelessness of pilot.			Ditto.
8 30 a.m.	Squally	N.W. 9	Ebb	Dismasted; partial	nil 40 *l.*	Topmasts carried away; sails split, and rigging damaged in a squall.		Stress of weather	No.
8 45 a.m.	Thick rain	N.W. 12		Dismasted; partial	nil 400 *l.*	Foremast, bowsprit, and gear carried away.		Stress of weather	No
Unknown	Thick	N.N.W. 12	½ flood	Foundered; total	7 750 *l.*	Struck by a sea which carried away jibboom, swept decks, shifted cargo; subsequently filled and sank.		Stress of weather	No.
1 a.m.	Thick, with rain	E. 10	Near low water.	Stranded; partial	nil 150 *l.*	Lost masts and sails; laboured much, became leaky and unmanageable, and drove on to the rocks.		Stress of weather	No.
2 a.m.	Thick, with rain	E.N.E. 7	Ebb	Loss of sails, &c.; partial.	nil 100 *l.*	Sails split, and vessel thrown on her beam ends; subsequently struck by a squall and hove on her broadside; afterwards anchored in Bridlington Bay.			Force of wind under 9.
2 a.m.	Thick, with rain	N.E. 10 6 30 a.m.	Ebb	Loss of sails, &c.; partial.	nil 370 *l.*	Hove on beam ends; sails split and blown away; anchor let go, which dragged; cable then slipped, and assistance taken from yawl; brought up in Bridlington Bay.		Stress of weather	Yes; FILEY.*
3 a.m.	Thick, with rain	N.E. 9	Ebb	Loss of sails, &c.; partial.	nil 40 *l.*	Sails split; foreyard, &c., carried away; bore up for Bridlington.		Stress of weather	Yes; FILEY.*
3 a.m.	Thick, with rain	N.N.E. 12		Stranded; partial	nil 90 *l.*	Vessel having lost her sails became unmanageable and drove ashore.		Stress of weather	No.
3 30 a.m.	Thick, with rain	S.E. to N.E. 12	Low water	Stranded; partial	nil 470 *l.*	Thrown on beam ends and driven on to sands.		Stress of weather	No.
3 30 a.m.	Thick, with rain	S.S.E. to S.E. 10 to 12	Low water	Stranded; total	nil 600 *l.*	Sails split; vessel became unmanageable and drove on to sands.		Stress of weather	No.

* *See* Foot Note, page 51.

Wrecks and Casualties (otherwise than by Collision) on the North-East Coast of England,

NAME OF SHIP. 1.	Port of Registry (if British). 2.	Port Sailed from. 3.	Date of Sailing. 4.	Hour of Sailing. 5.	Weather at Time of Sailing. 6.	Wind at Time of Sailing. 7.	Tide Stream at Time of Sailing. 8.	Port Bound to. 9.	Whether in Ballast or with Cargo. Ballast. 10.	Cargo. 11.	Exact Spot where Casualty happened. 12.	Date of Casualty 13.
1860—*continued.*												1860.
(550) Zior - - - Schooner—66—4. (23 years.)	Grangemouth -	Boulogne -	24 May	2 p.m.	Fine - -	S.W. 4	High water -	Hartlepool -	Ballast -	- -	Marske - -	28 May
(551) Fleur de Marie - Brigantine—113—7. (11 years.)	Teignmouth -	Sidmouth -	20 May	-	Fine - -	S.W.	- -	Shields -	Ballast -	- -	Trow Rocks, on Shields Sands.	28 May
(552) Queen Victoria - Brig—99—7. (23 years.)	Hastings - -	Hastings -	22 May	Noon	Fine - -	S.W. 4	High water -	Sunderland -	Ballast -	- -	Bran Sands, near River Tees.	28 May
(553) Two Brothers - Sloop—42—3. (Age unknown.)	Yarmouth -	Barton - -	20 May	4 a.m.	Fine - -	W.N.W. 4.	High water -	Hartlepool -	Ballast -	- -	Marske, bearing W. by N.	28 May
(554) Isabella Peek - Schooner—99—6. (6 years.)	Exeter - -	Exeter - -	24 May	6 a.m.	Fine - -	W.S.W. 4.	¾ flood - -	Middlesborough	Ballast -	- -	Marske, W.S.W., 1½ miles.	28 May
(555) Daring - - Brig—150—7. (12 years.)	Stockton -	Dieppe - -	20 May	10 a.m.	Fine - -	E. 4	¾ flood - -	Middlesborough	Ballast -	- -	Bran Sands, near River Tees.	28 May
(556) Betsey - - Brig—133—6. (55 years.)	Yarmouth -	Yarmouth -	25 May	10 a.m.	Fine - -	S.W. 4	High water -	Seaham -	Ballast -	- -	Bran Sands, near River Tees.	28 May
(557) Percy - - Schooner—124—6. (5 years.)	Shields - -	Dieppe - -	23 May	Noon	Fine - -	W. 3	High water -	Amble - -	Ballast -	- -	Redcar - -	28 May
(558) Admiral - - Schooner—61—4. (11 years.)	Goole - -	Antwerp -	21 May	5 a.m.	Fine - -	N.N.W. 4.	High water -	Stockton -	- -	Oats -	Off Scarborough	28 May
(559) Aurora - - Sloop—50—4. (13 years.)	Boston - -	Boston - -	24 May	9 a.m.	Fine - -	S.W. 4	High water -	Sunderland -	- -	Wheat -	Whitby - -	28 May
(560) Lalla - - Brig—177—6. (16 years.)	- - -	Dunkirk - -	-	-	- - -	- -	- -	Sunderland -	Ballast -	- -	Black Halls Point, Hartlepool.	28 May
(561) Robert and Mary S. S.—14—4. (Age unknown.)	Sunderland -	Sunderland -	-	-	- -	- -	- -	Searching for vessels requiring assistance.	Ballast -	- -	Innis Point -	28 May
(562) Sole Bay - - Schooner—49—3. (Age unknown.)	Lowestoft -	Southwold -	24 May	10 p.m.	Fine - -	S.S.W. 3	High water -	Middlesborough	Ballast -	- -	Near Rosedale, Whitby.	28 May
(563) Alert - - Schooner—46—4. (56 years.)	Newcastle -	Lynn - -	25 May	8 a.m.	Fine - -	S.W. 2	½ flood - -	Hartlepool -	Ballast -	- -	Sandsend, near Whitby.	28 May
(564) Catherina - - Galliot—70—5. (11 years.)	Denmark -	Denmark -	-	-	- -	- -	- -	Hartlepool -	Ballast -	- -	Innis Point -	28 May
(565) Janet - - Brig—117—6. (36 years.)	Dover - -	Dover - -	24 May	1 30 a.m.	Fine - -	S.W. 3	High water -	Hartlepool -	Ballast -	- -	Skinningrove, 9 miles N.N.W. of Redcar.	28 May
(566) Flora - - Brigantine—135—6. (24 years.)	Sunderland -	Faversham -	28 May	7 a.m.	Thick, with rain.	W.N.W. 4.	½ flood - -	Sunderland -	Ballast -	- -	Boulby, near Rockcliffe.	28 May
(567) Magnet - - Brig—114—7. (18 years.)	London - -	London - -	25 May	5 a.m.	Fine - -	S.W. 4	High water -	Blyth - -	Ballast -	- -	Robin Hood's Bay, W.S.W., 4 miles.	28 May
(568) Margaret - - Schooner—102—5. (16 years.)	Wisbeach -	Wisbeach -	26 May	11 a.m.	Fine - -	S.W. 4	High water -	Hartlepool -	Ballast -	- -	Flamborough Head.	28 May
(569) Lamplighter - Schooner—124—6. (5 years.)	Rye - -	Southampton -	24 May	8 a.m.	Fine - -	W. 4	½ flood - -	Sunderland -	Ballast -	- -	Off Scarborough	28 May
(570) Caroline Lesure Brig—135—7. (7 years.)	Lynn - -	Lynn - -	26 May	8 a.m	Fine - -	S.W. 4	½ flood - -	Seaham -	Ballast -	- -	3 miles S. by E. of Whitby.	28 May

between the Farn Islands and Flamborough Head, during the Five Years ending 1860—*continued.*

Hour of Casualty. 14.	Weather at Time of Casualty. 15.	Wind at Time of Casualty. 16.	Tide at Time of Casualty. 17.	Nature of Casualty, and whether occasioning Total Loss or only Partial Damage. 18.	No. of Lives and estimated Value of Property Lost. 19.	Circumstances which caused the Casualty. 20.	Was the Vessel driven back; and, if so, how far had she reached Southward or Northward on her Voyage? 21.	State any Particulars that can throw Light on the Cause of the Casualty. 22.	Might the Casualty have been prevented or mitigated by the proposed Works at the Tyne, at Hartlepool, and at Filey? 23.
4 a.m.	Thick, with rain	E.N.E. 10	Flood	Stranded; partial	nil 150 *l.*	Vessel had her sails split and was thrown on her beam ends; the anchor was let go, but not holding, the chain was slipped, and she drove ashore.		Stress of weather	No.
4 30 a.m.	Gale and rain	N.N.E. 8	¼ flood	Stranded; partial	nil 400 *l.*	When running for Shields a sudden shift of wind took vessel aback, and before she could be got round she struck on the sand.			Force of wind under 8.
5 a.m.	Thick, with rain	N.N.E. 12	Near low water.	Stranded; partial	nil 100 *l.*	Vessel became unmanageable, drove before wind and sea, and losing foretopsail, drove ashore.		Stress of weather	No.
5 30 a.m.	Thick, with rain	E.N.E. 12	Near low water.	Stranded; partial	nil 40 *l.*	Drove to leeward; let go anchor; chain parted, and she drove ashore.		Stress of weather	No.
6 a.m.	Thick rain	N.N.E. 11	¼ flood	Stranded; partial	nil 350 *l.*	Lost sails; let go anchor, but vessel driving, slipped and ran ashore.		Stress of weather	No.
6 a.m.	Thick, with rain	N.N.E. 12		Stranded; partial	nil 150 *l.*	Sails blown away; vessel unmanageable; anchor let go, but not holding, slipped chain and ran ashore.		Stress of weather	No.
6 a.m.	Thick, with rain	N.N.E. 12	Near low water.	Stranded; partial	nil 100 *l.*	Sails split and vessel having become unmanageable drove ashore.		Stress of weather	No.
6 a.m.	Thick, with rain	N.N.E. 12	Near low water.	Stranded; partial	nil 150 *l.*	Ballast shifted; mainmast cut away to prevent vessel foundering; made much leeway; lost canvass and drove ashore.		Stress of weather	No.
6 a.m.		N. by E 9		Loss of sails, &c.; partial.	nil 60 *l.*	A heavy sea struck the vessel throwing her on her beam ends, stove boats and bulwarks, swept decks, &c.; the sails were also carried away. Bore up for Bridlington.		Stress of weather	Yes; FILEY.*
6 a.m.	Dull	N.N.E. 10	¼ flood	Loss of sails; partial	1 100 *l.*	Hove on beam ends; cut away sails, and ran for Boston.	Whitby	Stress of weather	Yes; FILEY.*
6 30 a.m.	Heavy gale	N.E. 10 to 11	½ flood	Stranded; total	nil 1,000 *l.*	Vessel was driven ashore by a squall.		Sudden change of wind	No.
6 30 a.m.	Thick, with hail	S.E. to N.E 10 to 11.	½ flood	Stranded; total	4	Drifted on the rocks		Stress of weather	No.
6 30 a.m.	Rain	S.S.E. changing to N.E. 10.	Flood	Stranded; partial	nil 50 *l.*	Caught by a sudden gale which split sails and drove vessel on to beach.		Stress of weather	No.
6 30 a.m.	Rain	S. by E. changing to N.N.E. 9.	¾ flood	Stranded; partial	nil 50 *l.*	Vessel became unmanageable and drove on shore.			No.
6 40 a.m.	Thick; hail storm.	N.E. to S.E. 10.	¾ flood	Stranded; partial	nil 300 *l.*	Drifted on to the rocks		Stress of weather	No.
7 a.m.	Storm	N.E. by E. 11.	¾ flood	Stranded; total	nil 700 *l.*	Lost her maintopmast; became unmanageable, drove ashore, and broke up.		Stress of weather	Yes; FILEY.
7 a.m.	Thick, with rain	N.E. 11	½ flood	Stranded; total	nil 300 *l.*	Lost canvass, and hove on beam ends by a sudden squall; subsequently parted from her anchors, and drove ashore.		Stress of weather	No.
7 a.m.	Bad	N.W. 12.	½ flood	Loss of sails, &c.; partial.	nil 150 *l.*	Hove on beam ends; sails blown to pieces, mast cut away, &c.; ran before wind, and was assisted into Yarmouth.		Stress of weather	Yes; FILEY.
7 a.m.	Squally	N.N.W. 11	¾ flood	Loss of sails, &c.; partial.	nil 70 *l.*	Sails blown away, boat stove, decks swept, bulwarks, &c. carried away by a heavy sea; ran back to Yarmouth Roads, and was assisted into harbour.	Flamborough Head.	Stress of weather	No.
7 a.m.	Very bad	N. 12	¼ flood	Loss of sails, &c.; partial.	–	Sails blown away, and hove on beam ends; took assistance, and put into Lowestoft.	Scarborough	Stress of weather	Yes; FILEY.
7 a.m.	Hazy, wit rain	N. 10	Low water	Loss of sails; partial	nil 90 *l.*	Shipped heavy seas, which hove her on her beam ends; cut away sails, &c. to right her, and put into Lynn.		Stress of weather	Yes; FILEY.*

* *See* Foot Note, page 51.

Wrecks and Casualties (otherwise than by Collision) on the North-East Coast of England,

NAME OF SHIP. 1.	Port of Registry (if British). 2.	Port Sailed from. 3.	Date of Sailing. 4.	Hour of Sailing. 5.	Weather at Time of Sailing 6.	Wind at Time of Sailing. 7.	Tide Stream at Time of Sailing. 8.	Port Bound to. 9.	Whether in Ballast or with Cargo. Ballast. 10.	Cargo. 11.	Exact Spot where Casualty happened. 12.	Date of Casualty 13.
1860—*continued.*												1860.
(571) Two Johns Sloop—53—3. (Age unknown.)	Colchester	Colchester	24 May	11 a.m.	Fine	W. 5	¼ flood	Sunderland	Ballast		1 mile S. of Filey Brig.	28 May
(572) Jane Greene Barque—417—12. (Age unknown.)	Sunderland	Sheerness	24 May	1 p.m.	Fine	W. 2 to 3	High water	London	Ballast		Innis Point ¾ mile S. of Blackhalls.	28 May
(573) Rebecca Brigantine—110—6. (1 year)	Carnarvon	London	23 May	4 a.m.	Fine		Ebb	Newcastle	Ballast		Off the Tees	28 May
(574) Thyatira Brig—122—6. (45 years.)	London	London	22 May	10 p.m.	Fine	W.S.W. 1	⅔ flood	West Hartlepool.	Ballast		Boulby near Rockliff.	28 May
(575) Phesdo Brig—245—9. (45 years.)	Shields	Hamburgh	19 May	Noon	Fine	E.S.E. 3	High water	Newcastle	Ballast		Off Whitby	28 May
(576) Corra Linn Schooner—66—4. (9 years.)	Stockton	London	—	—	Unknown	—	—	Stockton	—	Guano	Tees sand, Redcar.	28 May
(577) Thomas Beamont Brig—178—6. (22 years.)	Rochester	Rochester	25 May	5 a.m.	Fine	S.W. 5	High water	Middlesborough.	Ballast		10 miles east of Flamborough Head.	28 May
(578) Adeona Schooner—60—4 (30 years.)	Colchester	Colchester	24 May	3 p.m.	Fair	N.W. 6 to 7	High water	Sunderland	Ballast		Seaton Snook Point, Seaton, N. W. 1 mile.	28 May
(579) Wilhelmina Rosata. Schooner—176—8. (17 years.)	Flushing	Hamburgh	20 May	1 p.m.	Fine	E. 1	High water	Middlesborough.	Ballast		Huntley Foot, near Redcar.	28 May
(580) Ann Schooner—142—7. (15 years.)	Plymouth	Havre	22 May	11 a.m.	Fine	S.W. 2	High water	Hartlepool	Ballast		Huntley Foot	28 May
(581) Victoria Sloop—40—3. (25 years.)	Boston	Boston	25 May	9 p.m.	Fine	S.W. 4	High water	Middlesborough.	Ballast		Agar's Gap, 4 miles W.N.W. of Redcar.	28 May
(582) Alfred Sloop—34—2. (20 years.)	Sunderland	Sunderland	20 May	4 a.m.	Fine	S. 2	High water	Skinnergrove	—	Lime	Skinningrove, 9 miles W. N.W. of Redcar.	28 May
(583) Dove Schooner—37—3. (31 years.)	Lowestoft	Southwold	24 May	11 a.m.	Fine	S. 4	High water	Middlesborough.	Ballast		Skinningrove	28 May
(584) Lively Schooner—72—5. (27 years.)	Guernsey	London	25 May	Noon.	Fine	W. by S. 5	½ flood	Newcastle	Ballast		Off Flamborough Head.	28 May
(585) Sultana Snow—176—7. (27 years.)	Sunderland	London	24 May	6 p.m.	Fine	W. 5	Ebbing	Sunderland	Ballast		Off Scarborough	28 May
(586) Odd Fellow Sloop—48—3. (17 years.)	Goole	Stockworth	22 May	10 a.m.	Fine	S.W. 5	High water	Hartlepool	—	Timber and passengers.	3 miles E. by S. off Huntley Foot.	28 May
(587) George and Elizabeth. Snow—174—6. (20 years.)	Sunderland	Bruges	24 May	3 p.m.	Fine	S. 5	Flood	Sunderland	Ballast		Seaton Sand, 3 miles beyond Hartlepool.	28 May
(588) Sarah Yawl—37. Crew on shore. (2 years.)	Scarborough	Filey	— May	—	—	—	—	Fishing ground	Ballast		Filey Bay	28 May
(589) Alfred Lugger—36—4. (20 years.)	Painpol	Painpol	23 May	1 a.m.	Fine	W. 2	High water	Blyth	Ballast		½ mile from Saltburn.	28 May
(590) William Barker Schooner—53—3. (18 years.)	Whitby	Hull	26 May	9 a.m.	Fine	S.E. 3	High water	Whitby	Ballast		Flamborough Head.	28 May
(591) Juno Brig—104—5. (48 years.)	Lynn	Newcastle	27 May	—	Moderate	N.W. 5	Ebb	Lynn	—	Bricks	40 miles from Spurn.	28 May
(592) York Yawl—37. Crew on shore. (12 years.)	Scarborough	—	—	—	—	—	—	—	Ballast		5 miles E.S.E. of Filey.	28 May
(593) Concord Yawl 39. Crew on shore. (11 years.)	Scarborough	—	—	—	—	—	—	—	Ballast		5 miles E.S.E. of Filey.	28 May

between the Farn Islands and Flamborough Head, during the Five Years ending 1860—*continued.*

Hour of Casualty. 14.	Weather at Time of Casualty. 15.	Wind at Time of Casualty. 16.	Tide at Time of Casualty. 17.	Nature of Casualty, and whether occasioning Total Loss or only Partial Damage. 18.	No. of Lives and estimated Value of Property Lost. 19.	Circumstances which caused the Casualty. 20.	Was the Vessel driven back; and, if so, how far had she reached Southward or Northward on her Voyage? 21.	State any Particulars that can throw Light on the Cause of the Casualty. 22.	Might the Casualty have been prevented or mitigated by the proposed Works at the Tyne, at Hartlepool, and at Filey? 23.
7 a.m.	- - -	N. by W. 12	¾ flood - -	Strandeed; total -	nil 200 *l.*	Vessel having lost all her sails became unmanageable, and drove on to the rocks.	- - - -	Stress of weather -	Yes; FILEY.
7 a.m.	Thick, hail -	N.E. 10 S.E. 11	½ flood - -	Stranded; total -	7 2,510 *l.*	Vessel drifted with both anchors down, and struck on the rocks.	- - - -	Sudden change of wind, and violence of squall.	No.
7 a.m.	Thick, with rain	N.E. 10	Flood - -	Loss of sails, &c.; partial.	nil 40 *l.*	Lost all her sails, and being disabled, ran back to Bridlington.	Off the Tees -	Stress of weather -	Yes; FILEY.*
30 a.m.	Thick with rain	N.E. 11	¼ flood -	Stranded; total -	nil 500 *l.*	Lost sails and spars; cut away masts and let go anchor; cable parted, and she drove ashore.	No - - -	Stress of weather - - -	No.
8 a.m.	Thick - -	E.N.E. 12	Flood - -	Dismasted; partial	nil 600 *l.*	Dismasted, and severely damaged in gale; towed into Whitby.	No - - -	Stress of weather - -	No.
8 a.m.	Thick - -	N.E. 12	¾ flood -	Stranded; partial -	4 1,550 *l.*	Thrown on her beam ends, and driven on lee shore.	No - - -	Stress of weather - -	No.
8 a.m.	Bad - -	N.W. 11	½ ebb - -	Loss of sails, &c.; partial.	-	Sails blown away; ballast shifted, and hove on her beam ends; assisted into Yarmouth.	10 miles E. of Flamborough Head.	Stress of weather -	No.
8 a.m.	Thick, with hail	S.S.E. 10 to 11.	¾ flood - -	Stranded; total -	nil 300 *l.*	Vessel lost her canvas; became unmanageable and drove ashore.	No - - -	Stress of weather - -	No.
9 a.m.	Storm - -	E.N.E. 11	High water -	Stranded; total -	nil 1,300 *l.*	Parted from anchors and drove ashore.	No - - -	Before anchoring, had lost her sails, and been thrown upon her beam ends by stress of weather.	No.
9 a.m.	Storm - -	E.N.E. 11	High water -	Stranded; total -	nil 500 *l.*	Lost all sails, but mainsail; parted from small anchor, dragged best bower, and drove on to rocks.	No - - -	Stress of weather - -	No.
9 a.m.	Storm - -	E.N.E. 11	High water -	Stranded; total -	nil 200 *l.*	Sails carried away, and vessel driven on a lee shore.	No - - -	Stress of weather - -	No.
9 a.m.	Storm - -	N.E. 11	High water -	Stranded; total -	nil 150 *l.*	Was discharging cargo on beach when gale came on and destroyed her.	No - - -	Stress of weather - -	No.
9 a.m.	Storm - -	E.N.E. 11	High water -	Stranded; total -	nil 120 *l.*	Vessel made much leeway, and lost all her sails; and ran ashore for safety of life and property.	No - - -	tress of weather - -	No.
9 a.m.	Very bad -	N.W. 12	¼ flood -	Loss of sails, &c.; partial.	nil 60 *l.*	Sails all blown away; put into Lowestoft.	Flamborough Head.	Stress of weather - -	No.
9 a.m.	Thick, with rain	N. 10	Ebb - -	Loss of masts, &c.; partial.	nil 350 *l.*	Thrown on beam ends. Masts being cut away, she righted, and was assisted into Grimsby.	- - - -	Stress of weather - -	Yes; FILEY.*
9 a.m.	- - -	N.E. 12	High water -	Loss of sails, partial	1 40 *l.*	Hove on beam ends, bowsprit sprung; jib sheets cut away; bulwarks broken; decks swept by heavy sea; put into Lynn.	- - - -	Stress of weather - -	Yes; FILEY.*
9 a.m.	- - -	N.E. 10	High water -	Stranded; partial -	nil 300 *l.*	Sails split and lost; struck the ground, and very much damaged bottom.	- - -	Stress of weather - -	No.
9 a.m.	- - -	N. by W. 12	High water -	Distressed; partial	nil 90 *l.*	Drove out to sea with both anchors down; picked up, and taken into Grimsby.	- - -	Stress of weather - -	No.
30 a.m.	Storm - -	N.N.E. 11	High water -	Stranded; total -	nil 170 *l.*	Dragged anchors, and drove ashore.	- - -	Stress of weather - -	No.
9 a.m.	Very bad -	N.N.W. 12	Flood - -	Loss of sails, &c.; partial.	nil 200 *l.*	Ballast shifted; sails blown away, hove on beam ends; mast cut away to right her; ran for Lowestoft, and was assisted into that port.	- - -	Stress of weather; lost anchors in the Humber on the 27th May.	No.
9 a.m.	- - -	N.N.E. 12	High water -	Loss of sails, leaky, &c.; total.	nil 550 *l.*	Lost mast; decks swept and torn up; making much water; sunk.	- - - -	Stress of weather; loss of spars.	Yes; FILEY.
9 a.m.	Rain and sleet	N. by W. 12	High water -	Stranded; total -	nil 350 *l.*	Drove from anchors -	- - - -	The crew of this vessel was on shore, and in consequence of the storm coming on very suddenly could not get off to her; the ground tackle was very light, and the cable insufficiently veered out.	Yes; FILEY
9 a.m.	Rain and sleet	N. by W. 12	High water -	Stranded; total -	nil 280 *l.*	Drove from anchors -	- - - -	- - ditto - - -	Yes; FILEY.

* See Foot Note, p. 51.

Wrecks and Casualties (otherwise than by Collision) on the North-East Coast of England,

NAME OF SHIP. 1.	Port of Registry (if British). 2.	Port Sailed from. 3.	Date of Sailing. 4.	Hour of Sailing. 5.	Weather at Time of Sailing. 6.	Wind at Time of Sailing. 7.	Tide Stream at Time of Sailing. 8.	Port Bound to. 9.	Whether in Ballast or with Cargo. Ballast. 10.	Cargo. 11.	Exact Spot where Casualty happened. 12.	Date of Casualty 13.
1860—*continued.*												1860.
(594) Hope - - - Yawl—39. (Crew on shore.) (3 years.)	Scarborough -	- - -	- -	- -	- -	- -	- -	- -	Ballast -	- -	5 miles E.S.E. of Filey.	28 May
(595) Zillah Rachael - Yawl—39. (Crew on shore.) (3 years.)	Scarborough -	- - -	- -	- -	- -	- -	- -	- -	Ballast -	- -	5 miles E.S.E. of Filey.	28 May
(596) Richard and Thomas Yawl—37. (Crew on shore.) (3 years.)	Scarborough -	- - -	- -	- -	- -	- -	- -	- -	Ballast -	- -	5 miles E.S.E. of Filey.	28 May
(597) Ebenezer - - Yawl—38. (Crew on shore.) (4 years.)	Scarborough -	- - -	- -	- -	- -	- -	- -	- -	Ballast -	- -	5 miles E.S.E. of Filey.	28 May
(598) Robert Newton Yawl—38. (Crew on shore.) (10 years.)	Scarborough -	- - -	- -	- -	- -	- -	- -	- -	Ballast -	- -	5 miles E.S.E. of Filey.	28 May
(599) John and Elizabeth Yawl—39. (Crew on shore.) (17 years.)	Scarborough -	- - -	- -	- -	- -	- -	- -	- -	Ballast -	- -	5 miles E.S.E. of Filey.	28 May
(600) Charles Wesley - Yawl—37. (Crew on shore.) (12 years.)	Scarborough -	- - -	- -	- -	- -	- -	- -	- -	Ballast -	- -	5 miles E.S.E. of Filey.	28 May
(601) Three Brothers - Yawl—38. (Crew on shore.) (17 years.)	Scarborough -	- - -	- -	- -	- -	- -	- -	- -	Ballast -	- -	5 miles E.S.E. of Filey.	28 May
(602) John - - - Yawl—39. (Crew on shore). (15 years.)	Scarborough -	- - -	- -	- -	- -	- -	- -	- -	Ballast -	- -	5 miles E.S.E. of Filey.	28 May
(603) Henrietta - - Schooner—70—5. (13 years.)	Hull - -	Tyne - -	27 May	10 p.m.	Fine - -	W.N.W. 4.	High water	London -	- -	Coal and fire bricks.	Huntley Foot -	28 May
(604) Mary and Ann - Sloop—25—2. (Age unknown.)	Whitby - -	Middlesborough	1 June	Noon	Fine - -	W. 2	High water	Whitby -	- -	Coals -	North of Whitby West Pier.	2 June
(605) Charlotte - - Sloop—53—4. (15 years.)	Woodbridge -	Yarmouth -	31 May	4 p.m.	Thick - -	S.S.W.	High water	Sunderland	Ballast - 1 passenger.	- -	Whitburn Steel, Durham.	3 June
(606) Condor - - Barque—543—16. (6½ years.)	Prussia - -	Sunderland -	2 June	- -	Fine - -	S. 3	High water	Swinemunde	- -	Coals -	40 miles S.E. of Eyemouth.	4 June
(607) Ann - - - Brig—169—8. (41 years.)	Newcastle -	Memel - -	23 May	- -	- -	Light, N.W.	- -	Alnmouth -	- -	Wood -	Mouth of River Aln.	12 June
(608) John Buddle - Brig—199—7. (21 years.)	Hartlepool -	Hartlepool -	29 June	11 p.m.	Squally -	N.N.E. 6	¾ flood -	London -	- -	Coals -	5 miles from Robin Hood's Bay.	30 June
(609) Nicholai - - Schooner—231—8. (8 years.)	Aland - -	Newcastle -	2 Aug.	4 p.m.	Clear and fine	W. by S. 5.	High water	Stockholm	- -	Coals -	Dogger Bank, 60 miles from Flamborough Head.	5 Aug.
(610) Thomas and Mary Sloop—34—2. (35 years.)	Hull - -	Middlesborough	23 Aug.	8 a.m.	Cloudy -	N. 6	High water	Southwold	- -	Coals - 1 passenger.	Homesty Lofthouse, bearing W.S.W. 1½ miles.	23 Aug.
(611) Alexander William Sloop—25—2. (30 years.)	Sunderland -	Whitby - -	25 Aug.	8 a.m.	Fine - -	W.N.W. 6.	¾ flood -	Newcastle	- -	Iron stone.	Redcar Rocks	25 Aug.
(612) Rose - - - Schooner—51—4. (60 years.)	Stromness -	Queensferry -	- -	- -	- -	- -	- -	South Shields	- -	Stones	400 yards E. of Boulmer.	30 Aug.
(613) Hannah - - Brig—111—6. (66 years.)	Yarmouth -	Warkworth -	13 Sept.	2 p.m.	Fine - -	S.W. 6	High water	Southampton.	- -	Coals -	Near Scarborough.	14 Sept.
(614) Conquering Hero Brig—292—10. (13 years.)	Shields - -	Shields - -	13 Sept.	Noon	Fine - -	S.S.W. 4	High water	Swinemunde	- -	Coals -	50 miles E. and by N. of Tynemouth Castle.	14 Sept.
(615) Domerstag - Ship—554—16. (3 years.)	Prussia - -	Chatham -	14 Sept.	8 a.m.	Fine - -	S.W. 5	High water	Hartlepool	Ballast -	- -	Redcar Rocks	16 Sept.

between the Farn Islands and Flamborough Head, during the Five Years ending 1860—*continued.*

Hour of Casualty. 14.	Weather at Time of Casualty. 15.	Wind at Time of Casualty. 16.	Tide at Time of Casualty. 17.	Nature of Casualty, and whether occasioning, Total Loss or only Partial Damage. 18.	No. of Lives and estimated Value of Property Lost. 19.	Circumstances which caused the Casualty. 20.	Was the Vessel driven back; and, if so, how far had she reached Southward or Northward on her Voyage? 21.	State any Particulars that can throw Light on the Cause of the Casualty. 22.	Might the Casualty have been prevented or mitigated by the proposed Works at the Tyne, at Hartlepool, and at Filey? 23.
10 a.m.	Rain and sleet	N. by W. 12.	High water -	Stranded; total -	nil 600 *l.*	Drove from anchors -	- - -	The crew of this vessel was on shore, and, in consequence of the storm coming on very suddenly, could not get off to her. The ground tackle was very light, and the cable insufficiently veered out.	Yes; **FILEY.**
10 a.m.	Rain and sleet	N. by W. 12.	High water -	Stranded; total -	nil 600 *l.*	Drove from anchors -	- - -	Ditto - - -	Yes; **FILEY.**
10 a.m.	Rain and sleet	N. by. W. 12.	High water -	Stranded; partial -	nil 47 *l.*	Drove from anchors -	- - -	Ditto - - -	Yes; **FILEY.**
10 a.m.	Rain and sleet	N. by W. 12.	High water -	Stranded; partial -	nil 260 *l.*	Drove from anchors -	- - -	Ditto - - -	Yes; **FILEY.**
10 a.m.	Rain and sleet	N. by W. 12.	High water -	Stranded; total -	nil 350 *l.*	Drove from anchors -	- - -	Ditto - - -	Yes; **FILEY.**
10 a.m.	Rain and sleet	N. by W. 12.	High water -	Stranded; total -	nil 350 *l.*	Drove from anchors -	- - -	Ditto - - -	Yes; **FILEY.**
10 a.m.	Rain and sleet	N. by W. 12.	High water -	Stranded; total -	nil 400 *l.*	Drove from anchors -	- - -	Ditto - - -	Yes; **FILEY.**
10 a.m.	Rain and sleet	N. by W. 12.	High water -	Stranded; total -	nil 210 *l.*	Drove from anchors -	- - -	Ditto - - -	Yes; **FILEY.**
10 a.m.	Rain and sleet	N. by W. 12.	High water -	Stranded; total -	nil 350 *l.*	Drove from anchors -	- - -	Ditto - - -	Yes; **FILEY.**
10 a.m.	Thick, with rain.	E.N.E. 10	½ flood - -	Loss of sails; partial	nil 30 *l.*	Lost several sails, also bulwarks and stanchions, which were carried away by a heavy sea. Bore up for Bridlington.	- - -	Stress of weather - -	Yes; **FILEY.**
7 p.m.	Thick, with rain.	E.N.E. 5	Ebb - -	Stranded; total -	nil 60 *l.*	Vessel leaky, and weather thick; stood in too close to land, and struck the ground.	- - -	- - - -	Force of wind under 9.
9 a.m.	Heavy rain -	E. 10	Low water -	Stranded; total -	nil 400 *l.*	Missed stays, refused helm, parted from anchors, and drove ashore.	- - -	Stress of weather - -	No.
1 a.m.	Thick - -	S.E. 8	High water -	Foundered; total -	nil 5,000 *l.*	Sprung a leak, which increased to 9 or 10 feet; crew abandoned her.	- - -	Unseaworthy - -	Force of wind under 9.
6 30 p.m.	Bad - -	S.E. 8	½ flood - -	Stranded; partial -	-	Embayed at Alnmouth, with two anchors down; chains parted; made sail for the beach; masts went over side.	- - -	Cables not trustworthy	Ditto.
- -	- - - -	- -	- -	Loss of masts, &c.; partial damage.	nil 200 *l.*	Topmasts, &c. carried away; and sails, gear, &c. much damaged by a heavy sea and squall. Towed into Bridlington.	- - -	- - - -	Ditto.
- -	Thick - -	W.N.W. 9.	- -	Foundered; total -	1	Foremast carried away; sprung a leak and foundered.	- - -	Stress of weather -	No.
1 p.m.	Clear - -	N. 7.	Last quarter ebb.	Leaky; partial -	-	Sprung a leak, which pumps would not reduce; ran ashore to save life.	- - -	Vessel short-handed -	Force of wind under 9.
2 p.m.	Fine - -	W.N.W. 5.	½ ebb - -	Stranded; total -	nil 140 *l.*	Vessel being leaky, was kept near the shore, and ran upon the rocks near Redcar.	- - -	- - - - -	Ditto.
2 a.m.	Thick, with rain.	S. 6	High water -	Stranded; partial -	nil 100 *l.*	Mistaking fishing-boats' lights in harbour for lights of vessels at sea.	- - -	Negligence; lead not hove.	Ditto.
- -	- - - -	8	- -	Leaky; partial -	nil 60 *l.*	Sprung a leak; obtained assistance; put into Scarborough; repaired, and proceeded, but was obliged to bear up for Yarmouth to discharge.	- - -	- - - - -	Ditto.
2 a.m.	Clear - -	S. 5	High water -	Loss of sails; partial	nil 200 *l.*	Fore-topmast, yards, sails, and gearing blown away, and mainmast sprung.	- - -	- - - - -	Ditto.
7 p.m.	Hazy - -	W. 5	½ ebb - -	Stranded; partial -	nil 600 *l.*	Struck on the rocks and sustained much damage. Lead hove.	- - -	Thick weather - -	Ditto.

Wrecks and Casualties (otherwise than by Collision) on the North-East Coast of England,

NAME OF SHIP. 1.	Port of Registry (if British). 2.	Port Sailed from. 3.	Date of Sailing. 4.	Hour of Sailing. 5.	Weather at Time of Sailing. 6.	Wind at Time of Sailing. 7.	Tide Stream at Time of Sailing. 8.	Port Bound to. 9.	Whether in Ballast or with Cargo. Ballast. 10.	Cargo. 11.	Exact Spot where Casualty happened. 12.	Date of Casualty 13.
1860—*continued.*												1860:
(616) Good Design - Brigantine—92—5. (18 years.)	Yarmouth	Sunderland	23 Sept.	7 p.m.	Fine	N.W. 4	High water	Portsmouth		Coals	Robin Hood's Bay.	24 Sept
617 (Wakefield) - - Brig—117—5. (45 years.)	Sunderland	Sunderland	23 Sept.	9 30a.m.	Fine	S.W. 2	High water	London		Coals	Flamborough Head W. by N., 25 miles.	24 Sept.
(618) Five Sisters - Schooner—100—5. (35 years.)	London	W. Hartlepool	–	–	–	–	–	Dover		Coals	Supposed between Scarborough and Flamborough Head.	About 24 Sept.
(619) Labours Increase Schooner—35—2. (30 years.)	Bridlington	Middlesborough	22 Sept.	1 a.m.	Fine	W. 2	½ flood	Hornsea		Coals	Bridlington Quay N. E., 15 miles.	24 Sept.
(620) Ellen - - - Brigantine—94—5. (40 years.)	Stockton	Middlesborough	24 Sept.	Noon	Fine	S.E. 2	High water	Dordt		Pig iron	6 to 8 miles S. E. of Whitby.	25 Sept.
(621) Mary - - - Schooner—62—3. (40 years.)	Yarmouth	Steers Jetty, Caithness, N.B.	24 Sept.	7 30p.m.	Fine	E. N. E. 3 to 4	High water	Shields		Iron stone	Middleton Beach, Hartlepool.	25 Sept.
(622) Mountaineer - Brig—355—11. (14 years.)	Whitby	Grimsby	23 Sept.	10 a.m.	Fine	W.S.W. 2	High water	Cronstadt		Salt	North Sea	25 Sept.
(623) George William - Barque—275—9. (Age unknown.)	London	Sunderland	26 Sept.	11 a.m.	Fine	E. 2	High water	Hamburgh		Coals	150 miles E. of Flamborough Head.	28 Sept.
(624) Industry - - Pilot Boat Unknown (say 20—2.) Age unknown.	South Shields	Shields	–	–	–	–	–	Cruizing	Ballast	–	Between Shields Bar and Trow Rocks.	3 Oct.
(625) Mary Ann - Schooner—53—4. (Age unknown.)	Aberdeen	Hartlepool	2 Oct.	6 a.m.	Fine	W.N.W. 4	High water	Leith		Coals	40 to 50 miles E. of Farn Islands.	3 Oct.
(626) Margery - - Schooner—61—4. (23 years.)	Dundee	Sunderland	3 Oct.	2 a.m.	Fine	S.W. 5	¾ flood	Dundee		Coals	Between Blyth and Flamborough Head.	3 Oct.
(627) Enterprise - - Schooner—24—2. (21 years.)	Scarborough	Hartlepool	2 Oct.	5 a.m.	Fine	W. 2	High water	Scarborough		Coals	1 mile from Robin Hood's Bay.	3 Oct.
(628) Veracity - - Brigantine—141—5. (27 years.)	Sunderland	Sunderland	2 Oct.	5 p.m.	Fine	Variable 2	High water	London		Coals	Scarborough W. S. W. 12 to 14 miles.	3 Oct.
(629) Trio - - - Sloop—27—2. (Age unknown.)	Arbroath	Shields	–	–	–	–	–	Arbroath		Coals	Perren Sands near Longstone, 7 miles from N. Sunderland.	3 Oct.
(630) Fairy - - Schooner—87—4. (18 years.)	Whitby	Whitby	3 Oct.	7 a.m.	Fine	W.S.W. 5	High water	Port Mulgrave	Ballast	–	Saltwick, Southward of Whitby.	3 Oct.
(631) Keltie - - Sloop—29—2. (30 years.)	Ipswich	Shields	1 Oct.	5 a.m.	Fine	N.W. 3	High water	Landsend		Coals	½ mile north of Whitby.	3 Oct.
(632) Queen - - Brig—162—8. (1 year.)	Carnarvon	Shields	2 Oct.	5 p.m.	Fine	N.N.W. 2	Low water	Oporto		Coals	25 miles E.S.E. of Whitby.	3 Oct.
(633) Expert - - Brig—192—7. (21 years.)	Sunderland	London	30 Sept.	9 a.m.	Fine	E.N.E. 3	Ebb	Seaham	Ballast	–	Whitby East Pier.	3 Oct.
(634) James - - Schooner—79—5. (28 years.)	Montrose	Sunderland	2 Oct.	4 a.m.	Moderate	S.W. 2	Full	Stonehaven		Lime	Skate Roads, Farn Islands, S. E. by S., about 5 miles.	3 Oct.
(635) Comet - - Sloop—49—4. (25 years.)	Kirkcaldy	South Shields	2 Oct.	4 p.m.	Fine	W.S.W. 6	½ flood	Grangemouth		Coals	20 miles East of Tynemouth Castle.	5 Oct.

between the Farn Islands and Flamborough Head, during the Five Years ending 1860—*continued*.

Hour of Casualty. 14.	Weather at Time of Casualty. 15.	Wind at Time of Casualty. 16.	Tide at Time of Casualty. 17.	Nature of Casualty, and whether occasioning Total Loss or only partial Damage. 18.	No. of Lives, and estimated Value of Property lost. 19.	Circumstances which caused the Casualty. 20.	Was the Vessel driven back; and, if so, how far had she reached Southward or Northward on her Voyage? 21.	State any Particulars that can throw Light on the Cause of the Casualty. 22.	Might the Casualty have been prevented or mitigated by the proposed Works at the Tyne, at Hartlepool, and at Filey? 23.
8 p.m.	- - -	E.N.E. 11	- -	Loss of sails; leaky, &c.; partial.	nil 60 *l.*	Foremast and sails blown away, and a leak sprung in a gale; put into Yarmouth.	- - -	Stress of weather - -	Yes; **FILEY.**
- -	Gale - -	N.E. by E. 10.	- -	Foundered; total -	nil 1,000 *l.*	Sprung a leak from violence of gale; filled and sunk.	- - -	Stress of weather - -	Yes; **FILEY.**
- -	- - - -	- -	- -	Foundered; total -	5 600 *l.*	Cause unknown - -	- - -	- - - - - -	Yes; **FILEY.**
Midnight	Boisterous -	E.N.E. 10	- -	Stranded; total -	nil 222 *l.*	Struck by heavy sea, which carried away bowsprit and jib; sprang a leak, run ashore, and broke up.	- - -	Leaky - - - -	Yes; **FILEY.**
3 a.m.	- - -	N.E. 10	- -	Leaky; partial -	nil 150 *l.*	Bulwarks carried away; boat stove; sails split; and vessel making much water; put into Bridlington.	- - -	Stress of weather -	Yes; **FILEY.***
7 a.m.	- - -	N.E. 9	Low water -	Stranded; total -	–	Having sprung a leak vessel ran for Hartlepool, but becoming unmanageable she drove on to the sands.	- - -	Unseaworthy - -	Yes; **TYNE.**
10 30 a.m.	Squally - -	S.W. 6	- -	Dismasted; partial	nil 500 *l.*	Masts carried away by rolling of vessel and in falling stove boats and deck; took assistance into Grimsby.	- - -	- - - - - -	Force of wind under 9.
10 a.m.	Stormy - -	N.N.E. 9	- -	Foundered; total -	nil 1,800 *l.*	Vessel sprung a leak and was abandoned by crew; next day she foundered.	- - -	Stress of weather - -	No.
- -	- - - -	N.W. 12	- -	Foundered; total -	2	Shipped a sea, and sunk	- - -	Stress of weather - -	No
6 a.m.	Stormy - -	W.N.W. 12	Flood - -	Foundered; total -	nil 500 *l.*	Sails blown away; large quantities of water shipped; vessel on her beam ends, running under bare poles. Struck by heavy sea.	- - -	Stress of weather - -	No.
6 30 a.m.	Clear - -	W.N.W. 12	High water -	Leaky; partial -	nil 100 *l.*	Thrown on beam ends; sprung a leak; decks swept; cargo shifted, &c. Towed into Scarborough.	- - -	Stress of weather - -	No.
8 a.m.	Clear - -	W.N.W. 10	½ ebb - -	Stranded; total -	nil 70 *l.*	Vessel having lost her mainsail, &c., and sprung a leak, was run ashore to save life.	- - -	Stress of weather - -	No.
8 a.m.	Clear - -	N.W. by W. 12.	High water -	Loss of sails; partial	–	Sails split or carried away; bulwarks stove, and other damage done. Put into Bridlington.	- - -	Stress of weather - -	No.
9 a.m.	Cloudy and squally.	W.N.W. 10	½ ebb - -	Stranded; total -	nil 230 *l.*	Drove from her anchors, and was run ashore to save life.	- - -	Stress of weather - -	No.
9 a.m.	Fine - -	W.N.W. 10	Low water -	Stranded; total -	nil 500 *l.*	When riding in Sandsend Road one cable parted, the other was slipped, but the vessel refusing to wear, drove ashore.	- - -	Stress of weather - -	No.
Noon -	Strong - -	N.W. 12	Low water -	Stranded; total -	nil 145 *l.*	Parted both anchors, and drove ashore.	- - -	Stress of weather - -	No.
1 p.m.	Thick - -	N. 12	- -	Dismasted; partial	nil 350 *l.*	Thrown on beam ends; decks swept; boats washed away, and cabins filled by a heavy sea. Foremast cut away to right her. Put into Hull.	- - -	Stress of weather - -	Yes; **FILEY.***
4 p.m.	Stormy - -	N.W. 10	High water -	Stranded; partial -	nil 1,250 *l.*	When riding off Whitby one cable parted, slipped the other, and ran for the harbour; but owing to weather, struck against the pier, and fell back upon the rocks.	- - -	Stress of weather - -	No.
7 p.m.	Clear - -	W.N.W. 10	Ebb - -	Foundered; total -	–	Sprung a leak, which fired the cargo. Crew left the vessel, and shortly afterwards she sunk.	- - -	Stress of weather - -	No.
5 a.m.	- - -	N.W. 9	Low water -	Foundered; total -	nil 250 *l.*	Sprung a leak - -	- - -	Stress of weather - -	No.

* *See* Foot Note, page 51.

Wrecks and Casualties (otherwise than by Collision) on the North-East Coast of England,

NAME OF SHIP. 1.	Port of Registry (if British). 2.	Port Sailed from. 3.	Date of Sailing. 4.	Hour of Sailing. 5.	Weather at Time of Sailing. 6.	Wind at Time of Sailing. 7.	Tide Stream at Time of Sailing. 8.	Port Bound to. 9.	Whether in Ballast or with Cargo. Ballast. 10.	Cargo. 11.	Exact Spot where Casualty happened. 12.	Date of Casualty 13.
1860—*continued.*												1860.
(636) Lydia - - Sloop—45—4. (34 years.)	Dundee - -	Portan Craig -	2 Oct.	6 a.m.	Moderate -	W. 5	High water -	Newcastle -	- -	Ironstone	15 miles off Dauntsborough.	5 Oct.
(637) Friendship - Sloop—45—3. (27 years.)	Goole - -	Middlesborough	9 Oct.	10 a.m.	Fine - -	W.N.W. 5.	High water -	Southwold -	- -	Coals -	Scarborough Pier, ½ mile distant.	9 Oct.
(638) Scotia - - Brig—112—6. (Unknown.)	Sunderland -	Sunderland - -	14 Oct.	2 p m.	Fine - -	N. 2	High water -	Dover - -	- -	Coals and glass.	15 miles E. of Scarborough.	15 Oct.
(639) Star - - - Brig—204—8. (9 years.)	Sunderland -	London - -	8 Oct.	6 a.m.	Fine - -	N.W. 4	¼ flood -	Sunderland -	Ballast -	- -	Hauxley Rocks	16 Oct.
(640) Zillah - - Barque—342—13. (2 years.)	Shields - -	Shields - -	-	-	- -	- -	- -	Genoa - -	- -	Coals -	Whitburn Steel	18 Oct.
(641) Venus - - Schooner—84—4. (51 years.)	Stockton -	Middlesborough	19 Oct.	6 a.m.	Fine - -	W. 5	High water -	St. Valery -	- -	Iron and coke.	Off Scarborough	19 Oct.
(642) Maria - - Galliot—57—4. (30 years.)	Lynn - -	Hartlepool -	17 Oct.	3 50 p.m.	Fine - -	W. by S. 5	½ flood -	Lynn - -	- -	Coals -	Flamborough Head, N. by W. 10 miles.	20 Oct.
(643) Agnes - - Schooner—87—6. (20 years.)	Perth - -	Wick - -	28 Oct.	9 a.m.	Fine - -	Unknown 4.	Last ¼ floody	Newcastle -	Ballast -	- -	Crumston, 1 mile from Longstone Light, N. Sunderland.	30 Oct.
(644) Valiant - Brig—194—8. (35 years.)	S. Shields -	Tyne - -	16 Oct.	-	- -	- -	- -	Holland -	- -	Coals -	20 miles E. by N. of the Humber.	18 Oct.
(645) Freedom - Sloop—35—3. (37 years.)	Goole - -	Newcastle -	8 Nov.	9 a.m.	Cloudy -	N.E. 5	½ flood -	London -	- -	Fire bricks, &c.	Off Straithes, distance 16 miles. Whitby. S.W. by S., distance, 20 miles.	9 Nov.
(646) Ruby - - Brig—177—6. (69 years.)	Shields - -	Shields - -	7 Nov.	10 a.m.	Fine - -	N. 1	High water -	London -	- -	Coals -	10 miles S. of Flamborough Head.	10 Nov.
(647) Arno - - Barque—354—12. (13 years.)	Newcastle -	Carthagena -	15 Oct.	-	- -	- -	- -	Newcastle -	- -	Lead, &c.	Scaw Rocks, S. Shields.	22 Nov.
(648) Hannah - - Schooner—41—2. (28 years.)	Lynn - -	Hartlepool -	8 Nov.	9 a.m.	Cloudy -	N.N.E. 1	½ flood -	Lynn - -	- -	Coals -	10 miles S. of Staithes.	10 Nov.
(649) Flying Fish - Brig—85—5. (77 years.)	Whitby - -	Shields - -	7 Nov.	8 a.m.	Fine - -	N. 3	½ flood -	London -	- -	Patent fuel	½ mile S. of Filey.	10 Nov.
(650) Aurora - - Schooner—122—9. (9 years.)	Bilboa - -	Christiansand -	29 Sept.	6 a.m.	Fine - -	N.W. 2	- -	Santander -	- -	Fish -	Druridge, 7 miles S. of River Coquet.	14 Nov.
(651) Sanders - - Schooner—186—9. (19 years.)	Berwick - -	Shields - -	17 Nov.	7 a.m.	Fine - -	N.W. 4	High water -	Marseilles -	- -	Coals -	Between Hartlepool and Flamborough Head.	17 Nov.
(652) Rifle - - - Schooner—93—8. (New.)	Stockton -	Shields - -	17 Nov.	3 p.m.	Fine - -	N.W. 2	High water -	Kurrachee -	- -	Machinery, coals, &c.	Whitby, bearing W.N.W. 4 miles.	17 Nov.
(653) Pet - - - Barque—281—10. (19 years.)	South Shields -	London - -	15 Nov.	10 a.m.	Fine - -	W.S.W. 3	High water -	Shields -	Ballast -	- -	Whitburn Bay	20 Nov.
(654) Susannah - Smack—44—5. (40 years.)	Faversham -	London - -	15 Nov.	3 p.m.	Thick - -	W.S.W. 3	High water -	Anstruther -	- -	Hoops -	Souter Point -	21 Nov.
(655) Union - - Brig—152—7. (25 years.)	Ipswich - -	Ipswich - -	9 Nov.	-	Fine - -	Unknown 2.	High water -	Sunderland -	Ballast -	- -	Herd Sand, South Shields.	22 Nov.
(656) Active - - Schooner—49—7. (45 years.)	Arundel - -	Littlehampton	15 Nov.	11 a.m.	Hazy - -	Unknown 5.	High water -	Shields -	Ballast -	- -	Off Boulmer, East Northumberland.	23 Nov.
(657) Rose - - - Schooner—94—3. (34 years.)	Lynn - -	Lynn - -	20 Nov.	9 a.m.	Fine - -	S.S.W.	High water -	Seaham -	- -	Hay -	Lime Bay, near Newbiggin.	23 Nov.
(658) Julius - - Schooner—80—6. (5 years.)	Denmark -	London - -	-	-	- -	- -	- -	Newcastle -	Ballast -	- -	Cresswell, Northumberland.	23 Nov.
(659) Eliza Pirrie - Ship—586—18. (12 years.)	Hull - -	Hull - -	17 Nov.	7 a.m.	Thick and cloudy.	E.N.E. 6	High water -	Gothenburg -	Ballast -	- -	Lat. 55° 52′ N.; Long. 2° 31′ E.	23 Nov.

between the Farn Islands and Flamborough Head, during the Five Years ending 1860—*continued.*

Hour of Casualty. 14.	Weather at Time of Casualty. 15.	Wind at Time of Casualty. 16.	Tide at Time of Casualty. 17.	Nature of Casualty, and whether occasioning Total Loss or only partial Damage. 18.	No. of Lives and estimated Value of Property lost. 19.	Circumstances which caused the Casualty. 20.	Was the Vessel driven back; and, if so, how far had she reached Southward or Northward on her Voyage? 21.	State any Particulars that can throw Light on the Cause of the Casualty. 22.	Might the Casualty have been prevented or mitigated by the proposed Works at the Tyne, at Hartlepool, and at Filey? 23.
8 a.m.	- - -	W.S.W. 12	½ ebb - -	Abandoned; total -	–	Cargo shifted, on beam ends; masts cut away; abandoned in a sinking state.	- - -	Shifting of cargo - -	No.
10 p.m.	Clear - -	N.W. 9	High water -	Foundered; total -	nil 280 *l.*	Sprung a leak; was abandoned by crew, and soon afterwards sunk.	- - -	Stress of weather - -	No.
8 a.m.	Thick - -	S.W. 9	½ ebb - -	Leaky; partial -	nil 100 *l.*	Sprung a leak, and ran for Scarborough.	- - -	Stress of weather - -	No.
8 p.m.	Squally - -	S.S.W. to S.W. 6.	Last ¼ ebb -	Stranded; partial -	nil 200 *l.*	Squall struck her; put her on rocks; kept too near shore to benefit by tide.	- - -	Lead not attended to -	Force of wind under 9.
6 p.m.	Fine - -	N.W. 4	- -	Stranded; partial -	nil 500 *l.*	Through carelessness on the part of those in charge.	- - -	Vessel was standing off and on while master went ashore.	Ditto.
4 p.m.	Fine - -	W.S.W. 5	High water -	Leaky; partial -	–	Sprung a leak; ran for Lowestoft.	- - -	- - - - - -	Ditto.
10 a.m.	Gale - -	W.N.W. 8	First ¼ ebb -	Foundered; total -	nil 290 *l.*	Strong head wind; heavy sea; leaky; filled; fell on broadside, and sunk.	- - -	Leaky - - - -	Ditto.
¼ 45 p.m.	Hazy - -	Calm	2 hours' ebb	Stranded; total -	nil 400 *l.*	Wind died away suddenly, and vessel was carried on to the rocks by a strong tide.	- - -	- - - - - -	Ditto.
- -	Bad - -	N.W. 10	- -	Foundered; total -	9	Struck by heavy sea; lost boats, bulwarks, &c., and filled.	- - -	Stress of weather - -	No.
7 30 a.m.	Cloudy - -	E. by N. 6	¼ flood -	Leaky; partial -	–	Struck by a sea, and sprung a leak.	- - -	Heavy sea - - -	Force of wind under 9.
3 a.m.	Dark - -	Unknown 8.	- -	Abandoned; total -	nil 704 *l.*	Was in great distress two days before she made Flamborough Head, and was abandoned 10 miles S. of it.	- - -	- - - - - -	Ditto.
1 30 a.m.	Gale - -	Unknown 10.	¼ High water -	Stranded; total -	nil 2,000 *l.*	Riding too close to land, cable parted, and she went ashore.	- - -	Want of caution - -	Yes; TYNE.
5 30 a.m.	Cloudy; with rain.	S.E. 6	Low water -	Foundered; total -	nil 270 *l.*	Struck by a heavy sea, which started butts in stern post, causing vessel to fill with water.	Flamborough Head	- - - - -	Force of wind under 9.
3 30 a.m.	Heavy rain -	E.S.E. 10	Low water -	Stranded; total -	nil 532 *l.*	Sprung a leak at 10 p.m. of 9th Nov. Pumps were worked, but leak increasing, vessel was run ashore.	No - - -	Vessel very old; was much strained by the heavy sea.	Yes; FILEY.
6 p.m	Very thick -	S.S.W. 6	¼ ebb - -	Stranded; total -	–	On the 11th sprung a leak, which increased; ran for a port, and came to the ground at the place mentioned.	Put back to Santander once, and to Aalsund twice.	Thick weather, which prevented observations from being taken, and an ignorance of coast.	Force of wind under 9.
8 p.m.	Snow squalls -	N.E. to N.W. 9.	- -	Leaky; partial -	–	Sprung a leak; unable to fetch the Humber; ran for Lynn.	No - - -	Heavy sea - - -	Yes; FILEY.*
10 p.m.	Snow squalls -	Variable 9	- -	Leaky; partial -	–	Sprung a leak; ran for Bridlington.	No - - -	Stress of weather -	Yes; FILEY.*
9 p.m.	Hazy and dark	S.S.E. 5	High water -	Stranded; partial -	–	Took the ground through keeping too near to the shore.	- - -	- - - - -	Force of wind under 9.
6 30 p.m.	Stormy, and thick.	S.S.W. 9	½ flood -	Stranded; total -	–	In wearing ship to round the point, the main-sheet broke, and vessel drove ashore.	- - -	Very thick weather, and heavy sea.	No.
6 30 a.m.	- - -	E. 10	Nearly low -	Stranded; partial -	–	Tow rope parted, and before sail could be made, vessel struck.	7 miles N. of her destination.	Change of wind - -	Yes; TYNE.
2 a.m.	Thick, with rain	E. 6	½ ebb - -	Stranded; total -	nil 300 *l.*	Drove ashore in thick weather; lead not hove.	No - - -	Neglect of lead - -	Force of wind under 9.
3 a.m.	Thick, with rain	E.S.E. 9	½ ebb - -	Stranded; partial -	nil 240 *l.*	Driven ashore by violence of gale and heavy sea.	Vessel was driven past Seaham as far as Lime Bay.	Stress of weather -	Yes; TYNE.
7 30	Rain - -	E. 10	2 hours' flood	Stranded; total -	–	Driven on shore by stress of weather.	- - -	Stress of weather -	Yes; TYNE.
Noon	Cloudy and stormy.	E.S.E. 8	- -	Abandoned; total -	2 3,000 *l.*	Sprung a leak; pumps became choked; ballast washed to starboard, which caused vessel to settle down on her beam ends, and was abandoned by crew.	Lat. 56° 53′ N. Long. 5° 8′ E.	- - - - -	Force of wind under 9.

* *See* Foot Note, page 51.

Wrecks and Casualties (otherwise than by Collision) on the North-East Coast of England

NAME OF SHIP. 1.	Port of Registry (if British). 2.	Port Sailed from. 3.	Date of Sailing. 4.	Hour of Sailing. 5.	Weather at Time of Sailing. 6.	Wind at Time of Sailing. 7.	Tide Stream at Time of Sailing. 8.	Port Bound to. 9.	Whether in Ballast or with Cargo. Ballast. 10.	Cargo. 11.	Exact Spot where Casualty happened. 12.	Date of Casualt 13.
1860—*continued.*												1860
(660) Lawrence - - Sloop—51—3. (19 years.)	Goole - -	Ipswich - -	16 Nov.	Noon	Cloudy -	W. 4	High water	Whitby -	- -	Timber -	Whitby Sand -	23 Nov
(661) Consul Parry - Brig—190—9. (1 year.)	Prussia - -	Stettin - -	12 Nov.	8 a.m.	Fine -	S.E. by E. 5	- -	Hartlepool -	- -	Wheat -	Off Scarborough	26 Nov
(662) Euphemia - - Schooner—97—5. (31 years.)	Ipswich - -	Ipswich - -	30 Nov.	2 p.m.	Rain -	S.S.E. 5	High water	Seaham -	Ballast	- -	North Pier, Sunderland.	2 Dec
(663) Providence - Sloop—42—3. (20 years.)	Boston - -	Boston - -	29 Nov.	5 a.m.	Foggy -	E.S.E. 5	½ flood -	Sunderland -	- -	Wheat -	North Pier, Sunderland.	2 Dec
(664) Honiton Packet Schooner—68—6. (45 years.)	Lyme - -	London - -	28 Nov.	1 p.m.	Fine -	E. 5	High water	Hartlepool -	Ballast	- -	West Hartlepool.	2 Dec
(665) Hugh - - Brig—211—9. (30 years.)	London - -	London - -	1 Dec.	6 a.m.	Fine -	Unknown 5	High water	Shields -	Ballast	- -	Tynemouth Rocks, county of Northumberland.	3 Dec.
(666) Endeavour 4 Dandy—17—2. (19 years.)	Wells - -	Thornham -	30 Nov.	9 a.m.	Fine - -	S.E. 5	High water	Newcastle -	- -	Barley -	About 40 miles S.E. of the Farn Light.	3 Dec.
(667) Robert - - - Smack—37—4. (30 years.)	Faversham -	Dunkirk - -	29 Nov.	3 30 p.m.	Fine -	S.E. by S. 3	½ ebb -	Shields -	Ballast	- -	Seaton Sea Rocks.	3 Dec.
(668) Podroma - - Brig—250—10. (8 years.)	Stockton -	Hamburg -	29 Nov.	2 p.m.	Fine -	S.E. 4 to 5	Low water	Middlesborough.	Ballast	- -	Tees Bar -	3 Dec.
(669) James - - Schooner—63—4. (21 years.)	London - -	Shields - -	7 Dec.	9 a.m.	Cloudy -	S.S.W. 2	High water	London -	- -	Bottles -	Seaton Sluice Harbour.	7 Dec.
(670) Lucie - - Brigantine—148—8. (4 years.)	Bremen - -	Bremen - -	29 Nov.	- -	- -	S.E.	- -	Hartlepool -	Ballast	- -	Spittal Point, Berwick Harbour.	7 Dec.
(671) Argaum - - Barque—419—13. (19 years.)	Newcastle -	Quebec - -	19 Oct.	3 p.m.	Fine - -	W. 5	High water	Sunderland -	- -	Timber, deals, and staves.	Rosehope - -	12 Dec.
(672) William and Isabella. Brig—201—7. (33 years.)	Sunderland -	Sunderland -	28 Nov.	3 30 a.m.	Clear -	S. 5	High water	London -	- -	Coals	15 miles S.E. and by E. ½ E. of St. Abb's	14 Dec.
(673) Prospect - - Schooner—132—6. (14 years.)	Shields - -	Amble - -	28 Dec.	3 p.m.	Fine - -	W. 2	High water	Boulogne -	- -	Coals	Coquet Roads	30 Dec.
(674) Eliza - - Brig—159—7. (20 years.)	Stockton -	Middlesborough	16 Dec.	6 a.m.	Very fine	N.N.W. 2	High water	London -	- -	Coals	Near to Seaton Snook, S.E. Point of county of Durham.	16 Dec.
(675) Anna Catharine Galliot—98—6. (33 years.)	Gothenburg -	Newcastle -	16 Dec.	- -	Fine -	Unknown 2	High water	Gothenburg	- -	Coals and alkali.	Entrance of Scarborough Harbour.	17 Dec.
(676) Newburgh - Schooner—67—4. (37 years.)	Stockton -	Boston - -	8 Dec.	1 p.m.	Squally -	S.S.E. 5	2 hours flood	Sunderland -	- -	Wheat -	Middleton Sands	20 Dec.
(677) Industry - - Galliot—288—5. (20 years.)	Leer, Hanover	Lowestoft -	18 Dec.	2 30 p.m.	Fine -	S.W. 2	High water	Sunderland -	Ballast	- -	Back of North Pier, Sunderland.	30 Dec.
(678) Gloucester - Brig—189—7. (31 years.)	South Shields -	Newcastle -	28 Dec.	4 p.m.	Fine -	S.W. 3	High water	London -	- -	Coals	Filey, abreast of town a quarter of a mile.	30 Dec.
(679) Volusia - - Schooner—98—5. (12 years.)	Yarmouth -	Yarmouth -	29 Dec.	10 a.m.	Fine -	S. 2	High water	Sunderland -	Ballast	- -	North Pier, Sunderland.	30 Dec.
(680) Shepherd - - Brig—187—7. (25 years.)	Sunderland -	Hartlepool -	28 Dec.	3 a.m.	Fine -	W.S.W.	High water	London -	- -	Coals	Middleton Sands, Hartlepool.	30 Dec.
(681) Timbuctoo - Brig—153—6. (19½ years.)	Scarbro' - -	Shields - -	29 Dec.	4 a.m.	F -	W.S.W. 4	High water	London -	- -	Coals	2 miles S. of Holy Island.	31 Dec.
(682) Oak - - - Ketch—132—7. (2 years.)	London - -	Portsmouth -	28 Dec.	10 30 a.m.	- - -	- -	- -	Sunderland -	Ballast	- -	S. Pier, Sunderland.	31 Dec.

between the Farn Islands and Flamborough Head, during the Five Years ending 1860—*continued.*

Hour of Casualty. 14.	Weather at Time of Casualty. 15.	Wind at Time of Casualty. 16.	Tide at Time of Casualty. 17.	Nature of Casualty, and whether occasioning Total Loss or only Partial Damage. 18.	No. of Lives and estimated Value of Property Lost. 19.	Circumstances which caused the Casualty. 20.	Was the Vessel driven back; and, if so, how far had she reached Southward or Northward on her Voyage? 21.	State any Particulars that can throw light on the Cause of the Casualty. 22.	Might the Casualty have been prevented or mitigated by the proposed Works at the Tyne, at Hartlepool, and at Filey? 23.
1 p.m.	Heavy gale -	E. 5	¾ ebb - -	Stranded; partial -	-	On entering harbour was struck by several heavy seas, which drove vessel on to sand.	No - - -	- - - -	Force of wind under 9.
1 p.m.	Squally - -	E.N.E. 8	¾ flood -	Stranded; partial -	-	In running for harbour vessel failed to answer her helm, and was driven ashore.	Within 12 miles of Hartlepool.	- - - -	Ditto.
7 a.m.	Thick, with rain.	S.E. 9.	1 hour ebb -	Stranded; partial -	nil. 300 *l.*	In crossing bar, vessel would not steer, and was driven against the pier by heavy sea, and afterwards went ashore.	- - -	Could not make Seaham. Stormy weather, and a strong fresh in harbour.	No.
4 p.m.	Thick rain -	S.E. 9	¾ flood -	Stranded; total -	nil. 1,200 *l.*	Became unmanageable in the breakers.	- - -	Stress of weather -	No.
8 p.m.	Thick - -	S.E. 10	High water -	Stranded; total -	nil. 500 *l.*	In taking harbour, a heavy sea caused vessel to strike the pier, and to lose her masts, &c.; she then drove on to the beach.	- - -	Stress of weather -	Yes; HARTLEPOOL.
6 a.m.	Rain - -	S.E. 11	1 hour ebb -	Stranded; total -	-	Driven ashore - -	- - -	Stress of weather -	Yes; TYNE.
9 a.m.	Thick, with rain.	S.E. 9.	½ ebb - -	Abandoned; total -	nil. 340 *l.*	Sprung a leak, and pumps became choked. Vessel was on her broadside, and fast settling down when she was abandoned.	Driven past her port.	Stress of weather - -	Yes; TYNE.
30 p.m.	Thick and stormy.	S.E. 9.	4½ hours' flood	Stranded; total -	nil. 400 *l.*	Making for Blyth Harbour; was driven on the rocks, and became a wreck.	- - -	Stress of weather -	Yes; TYNE.
35 p.m.	Gloomy - -	S.E. by S. 8 to 9.	¾ flood -	Stranded; total -	nil. 5,000 *l.*	Tow rope carried away; drove ashore, and became a wreck.	- - -	Stress of weather - -	No.
30 a.m.	Cloudy - -	S.S.W. 2	High water -	Stranded; partial -	nil. 100 *l.*	Rigging caught the pier, which caused vessel to fall to leeward.	- - -	- - - -	Force of wind under 9.
9 30	Bad - -	S. under 9	½ flood -	Leaky; partial -	nil. 333 *l.*	Pilot endeavoured to make the land, and vessel ran ashore.	- - -	- - - -	Ditto.
30 a.m.	Hazy; heavy sea.	N.W. 2	¼ ebb - -	Stranded; partial -	-	Was in the act of staying when she struck, sprung a leak, and filled; subsequently got off and into port.	Unknown - -	A pilot on board; lead not hove.	Ditto.
30 a.m.	Clear; heavy cross sea.	S. and by W. 5.	- - -	Foundered; total -	nil. 1,350 *l.*	Sprung a leak on 12th, which increased until vessel was in a sinking state, when she was abandoned, and shortly afterwards sunk.	- - -	Overloaded. Had previously sprung a leak, and anchored under Inchkeith from December 3rd to December 12th.	Ditto.
3 a.m.	Bad - -	S.S.E. 11	- - -	Leaky; total -	nil. 800 *l.*	Sprung a leak on 29th, which increased until vessel in a sinking state, when she was abandoned, and sunk.	Whitby - -	Stress of weather -	Yes; HARTLEPOOL.
30 a.m.	Fine; heavy sea.	N.N.W. 3	After high water.	Stranded; total -	nil. 125 *l.*	Struck heavily upon the bar; sprung a leak, and filled rapidly, and sunk.	- - -	Heavy sea on bar, and insufficiency of power in steam tug, which rendered shifting of tow line to another tug necessary.	Force of wind under 9.
1 p.m.	Moderate, N.E.	N.E. 5	¾ ebb - -	Leaky; partial -	-	Filled with water at entrance of harbour.	- - -	- - - -	Ditto.
6 p.m.	Squally, and heavy cross sea.	E.N.E. 8	½ flood -	Stranded; partial -	-	Struck upon Hartlepool Bar, and then drifted on to the sands.	- - -	- - - -	Ditto
45 a.m.	Stormy - -	S.E. by E. 9	½ ebb - -	Stranded; total -	nil. 450 *l.*	Struck on the bar; became unmanageable, and drove ashore.	- - -	Unavoidable - - -	No.
30 a.m.	Thick, with sleet.	S.E. 10.	½ ebb - -	Stranded; total -	nil. 950 *l.*	Unable to weather Filey	- - -	- - - -	Yes; FILEY.
30 p.m.	Stormy - -	S.S.E. 8	High water -	Stranded; partial -	-	Heavy sea on bar; would not steer.	- - -	- - - -	Force of wind under 9.
8 p.m.	- - -	S.E. 8 to 9	½ ebb - -	Stranded; total -	nil. 950 *l.*	Driven on a lee shore -	- - -	Stress of weather -	Yes; HARTLEPOOL.
30 a.m.	Thick - -	S.S.E. 8	½ flood -	Stranded; total -	nil. 930 *l.*	Drove from her anchors, and went ashore.	- - -	- - - -	Force of wind under 9.
30 p.m.	Stormy - -	E.S.E. 10	½ ebb -	Stranded; partial -	nil. 350 *l.*	Heavy sea on bar; became unmanageable, and drove ashore.	- - -	Stress of weather -	No.

TABLE XI. - - - - - - - - - - -

WRECKS and CASUALTIES (otherwise than by Collision) on the SOUTH-WEST COAST of ENGLAND, between

Date of Casualty.	Name of Vessel. / Port of Registry (if known).	Rig.	Tons.	Men.	From / Bound to	Cargo.	Wind. Direction.	Wind. Force.	Weather.	Hour and Time of Tide.	Master or Mates passed Examination.
1.	2.	3.	4.	5.	6.	7.	8.	9.	10.	11.	12.
1856.											**1856.**
(1) Jan. 3	Vesta, of Griefswould - -	Brig - -	267	10	Cardiff to Marseilles - -	Coals -	S. - -	8	Thick -	8 p.m. - -	Yes - -
(2) ,, 10	Union, of St. Ives - -	Brigantine -	84	5	Pembrey to St. Ives - -	Coals -	E.N.E. -	8	Squally -	¼ ebb - -	No - - Master C.S.
(3) ,, 10	Louisa, of Bangor - - -	Schooner -	104	7	Par to Liverpool - -	Clay -	E. - -	7	Clear -	10 p.m. -	Yes - -
(4) Feb. 8	L'Union, of St. Brienne -	Brig - -	84	7	Swansea to Marseilles -	Coals -	E.S.E. -	6	Rain -	4 a.m. - -	No - -
(5) March 12	Desdemona, of New Orleans	Ship - -	656	20	Havre to Cardiff - - -	Ballast -	E.S.E. -	9	Hazy -	4.30 a.m. -	No -
(6) ,, 23	L'Ernest, of La Hogue -	Brigantine -	85	6	Llanelly to Regenville -	Coals -	S.E. - -	6	Hazy -	5.30. p.m. -	No - -
(7) ,, 28	Hermes, of South Shields	Brig - -	268	9	Cardiff to London - -	Coals -	E.S.E. -	5	Hazy -	8 p.m. - -	No - -
(8) ,, 29	Sesotris, of Skein - -	Ship - -	600	18	Cardiff to Barcelona - -	Coals	E. - -	6	Breeze -	- - - -	Yes - -
(9) ,, 30	William, of Bideford -	Schooner -	64	4	Newport to Plymouth -	Coals -	S.E. - -	5	Fine -	4.30 p.m. - Low water.	No - -
(10) June 14	Brothers, of Brixham -	Schooner -	113	4	Llanelly to Portsmouth -	Coals -	W.N.W. -	7	Squally -	4 p.m. - -	No - -
(11) ,, 15	Emily, of Bridgewater -	Smack -	67	4	Bridgewater to Devonport -	Timber -	N.N.W. -	6	Squally -	- -	No - -
(12) July 8	Fordmill, of Sunderland -	Brig - -	223	8	Valencia to Cardiff - -	Ballast -	N.N.W. -	11	Rough -	8.30 a.m. -	No. - -
(13) ,, 25	Demetrius, of Exeter -	Brigantine -	129	7	Newport to Dieppe - -	Iron -	N.N.W. -	5	Fine -	9 a.m. - -	Master—No. Mate—Yes.
(14) Sept. 12	Bessie, of Padstow - -	Smack -	43	4	Newport to Padstow - -	Coals -	N. by E. -	7	Squally -	2 p.m. - -	No - -
(15) Oct. 2	Fleta, of Shoreham - -	Brig - -	188	9	Pembrey to London - -	Coals -	S.W. -	7	Clear -	1 p.m. - -	No - -
(16) ,, 20	Lunaria, of Aberystwith -	Barque -	206	10	Swansea to Alexandria -	Coals -	W.N.W. -	10	Hazy -	4 p.m. - -	Yes - -
(17) ,, 21	Victoria, of Hartlepool -	Barque -	225	8	Swansea to Havre - -	Coals -	S.S.E. -	5	Clear -	9 p.m. - -	No - -
(18) ,, 30	Sir W. Curtis, of Yarmouth	Schooner -	44	4	Yarmouth to St. Ives - -	Wheat -	S. - -	8	Thick -	6 p.m. - -	No - -
(19) Dec. 2	Wanderer, of Padstow -	Schooner -	55	4	Hayle to Llanelly - -	Copper ore	S.W. -	9	Thick -	3 a.m. - -	C.C. - -
1857.											
(20) Jan. 11	Ann, of Jersey - - -	Smack -	90	4	Unknown - - - -	Coals -	W.N.W. -	11	Thick and Hazy	10.30 a.m. -	Unknown -
(21) ,, 11	Alpha, of Jersey - -	Schooner -	70	5	Unknown - - - -	Flour -	W.N.W. -	11	Thick and Hazy	10.30 a.m. -	Unknown -
(22) ,, 11	Johanna, of Hayle - -	Schooner -	133	8	Llanelly to Hayle - -	Coals -	W.N.W. -	11	Hazy -	7.15 a.m. -	None - -
(23) ,, 27	Royal Adelaide, of London	Steam ship -	427	21	Cadiz to Cardiff - - -	Ballast -	N.E. by E.	7	Clear -	9 p.m. - -	C.C. - -

TABLE XI.

HARTLAND POINT and the LAND'S END, during the Five Years ending 1860—(Compiled from the Board of Trade Wreck Register).

Vessel's Age, and how classed in Lloyd's List.	VESSEL.		CARGO.		Lives Lost.	Number of Lives Saved and by what Means.	Nature of Casualty, and whether occasioning Total Loss or only partial Damage.	SITE AND CAUSE OF CASUALTY. REMARKS.	Might the Casualty have been prevented or mitigated by the proposed Works at St. Ives and Padstow.
	Estimated Loss on.	Insured for, and Where.	Estimated Loss on.	Insured for, and where.					
13.	14.	15.	16.	17.	18.	19.	20.	21.	22.
6 years - - Not classed.	Unknown	Unknown - -	Unknown	Unknown	None -	- - -	Leaky - partial.	In heavy gale at sea, W.S.W. of Scilly; put into Milford to discharge.	Force of wind under 9.
50 years - -	Unknown	500 *l.* - - London.	None -	No - -	None -	Stayed by vessel -	Stranded - partial.	On the Bar in St. Ives Bay; much strained and damaged. Run on bar when tide was more than ½ ebb; got off. Pilot said to be in error.	Ditto.
Unknown - -	400 *l.* -	Bangor - -	Unknown	Unknown	None -	All - - -	Dismasted - partial.	In heavy gale off Trevose Head, and all rigging, bowsprit, and gear carried away. Much damaged.	Ditto.
Foreign - -	280 *l.* -	400 *l.* France -	None -	France -	None -	- - -	Wrecked - total.	On St. Ives pier, heavy ground sea parted stern chains, and threw her on beach, and being very old was soon broken up.	Ditto.
12 years - -	Unknown	United States -	Nil - -	Nil - -	None -	- - -	Stranded - partial.	On the outer stones in St. Ives Bay; got off. Severe gale sprung up; got a leak of 2 feet per hour. Put into St. Ives to repair damages. Might have been avoided if light on Godrevy.	No.
- - -	Unknown	France - -	Unknown	Unknown	None -	- - -	Stranded - partial.	On the stones in St. Ives Bay, for want of marks to point out position of rocks, which are covered at high water, wind being S.E. over the land, and water smooth. Much damaged.	Force of wind under 9.
56 years - -	Unknown	Unknown -	Unknown	Unknown	6	3, by a schooner -	Wrecked - total.	On Kettles Bottom, near Land's End, mistaking the position of the rock; crew got into boat; ship heeled over and entangled it in rigging, and 6 of them were drowned.	Ditto.
14 years - -	Unknown	Norway - -	Unknown	Unknown	None -	- - -	Leaky - partial.	Trevose Light, bearing S.S.E. 10 miles, by stress of weather. Put into Queenstown to discharge and repair.	Ditto.
56 years - - Æ 1.	550 *l.* -	Lloyd's - -	47 *l.* -	Unknown	None -	4, by own boat -	Stranded - total.	On Peel Point, Land's End. Hugging the shore; the wind failed, and tide drove her on rocks, and afterwards sunk in deep water. Total loss.	Ditto.
42 years - -	30 *l.* - -	Brixham -	Nil - -	Nil - -	None -	- - -	Stranded - unknown.	Off the Land's End in squally weather, carrying a press of sail to round the Land's End.	Ditto.
20 years - - E.A.	100 *l.* -	Topsham -	Unknown	Unknown	None -	- - -	Derelict - total.	Found abandoned and water-logged 10 miles S.W. of Trevose Head. Struck by heavy sea while wearing, which started a butt and caused her to fill fast; crew abandoned her. Towed into Appledore by brig Charlotte, which was awarded 120 *l.* for the service.	Ditto.
17 years - -	300 *l.* -	1,600 *l.* - - Sunderland.	Nil - -	Nil - -	Non -	- - -	Stranded - partial.	At entrance to Padstow Harbour. Caught by the eddy winds in running for the harbour and driven on rocks, losing rudder and getting on the bar owing to the warp breaking.	Yes; PADSTOW.
8 years - - Æ 14 years.	150 *l.* -	800 *l.* - - Topsham and Exmouth.	50 *l.* - -	Unknown	None -	- - -	Stranded - partial.	On the bar at entrance of Padstow. Sprung a leak at sea, and in getting into Padstow struck on the bar. Want of a pilot. Towed into Padstow to discharge and repair.	Force of wind under 9.
10 years - - A. 1.	900 *l.* -	125 *l.* - - Padstow.	40 *l.* - -	Not - -	None -	- - -	Capsized - total.	3 miles from Hartland Point; carrying too much sail; and ship being crank, she filled and capsized, and was then abandoned.	Ditto.
5 years - -	Unknown	1,000 *l.* - - London and Topsham.	None -	Unknown	None -	- - -	Dismasted partial.	30 miles W. of Lundy Island. Bowsprit carried away, and foremast head sprung; struck by heavy squall.	Ditto.
11 months - - A. 1.	Unknown	3,000 *l.* - - London.	None -	Unknown	None -	- - -	Dismasted partial.	In Lat. 44° 38″ N., Long. 8° 27″, and leaky. Put into Milford to discharge and repair.	Yes; ST. IVES.*
Unknown - -	Unknown	2,000 *l.* - - Hartlepool.	None -	Unknown	None -	- - -	Leaky - partial.	Off Lundy Island. Ship straining in a heavy head sea, sprung a leak.	Force of wind under 9.
41 years - -	Unknown	Yes - -	Unknown	1,570 *l.* - Exchange.	None -	- - -	Stranded - total.	At Hugh Ferry. Going up to the quay took the ground, strained and filled; and on being removed at low water, fell over from port to starboard, and sustained considerable damage.	Ditto.
8 years - - Æ 1.	Unknown	300 *l.* - - Topsham.	None -	Unknown	None -	- - -	Dismasted partial.	&c., off Lundy Island; bulwarks carried away and strained. Struck by a heavy sea.	No.
Unknown - -	Unknown	Unknown -	Unknown	Unknown	4	- - -	Abandoned total.	Near Trevose Head; boarded by coast-guard, who found her anchor chain out, and the anchor broken and boat gone; took her into Padstow, derelict.	No.
Unknown - -	Unknown	Unknown -	Unknown	Unknown	5	- - -	Stranded - total.	In Trevethick Bay, Padstow; let go an anchor, and was so long letting go the second one that she drove ashore, and went to pieces; crew got into the boat, which capsized, and all were drowned.	No.
1 year, 4 months	2,000 *l.* -	Not - -	80 *l.* - -	Not - -	None -	- - -	Stranded - total.	In Ives Bay, near Trevose Head; a storm from the W.N.W.; not able to keep off a lee shore, run into the Bay; let go two anchors, which dragged, and she came on shore, and became a wreck.	No.
24 years - - Red.	Unknown	London - -	Nil - -	Nil - -	None -	- - -	Stranded - partial.	On the bar at entrance to Padstow Harbour; not being able to get a pilot, missed the channel, caught on the bar, straining very much.	Force of wind under 9.

* Those casualties marked with an asterisk in column 22 could not possibly have been prevented, and would not probably have been mitigated by the proposed works. The vessels all *did* put into a port to refit; but had the works proposed at St. Ives and Padstow been executed, those places would have been available for the vessels to have run into *after* sustaining damage.

Wrecks and Casualties (otherwise than by Collision) on the South-West Coast of England,

Date of Casualty.	Name of Vessel. Port of Registry (if known).	Rig.	Tons.	Men.	From. Bound to.	Cargo.	Wind. Direction.	Wind. Force.	Weather.	Hour and Time of Tide.	Master or Mates passed Examination.
1.	2.	3.	4.	5.	6.	7.	8.	9.	10.	11.	12.
1857.											
(24) Jan. 29	Bottereaux Castle, of Padstow.	Smack	100	3	Falmouth to Swansea	Ballast	E.N.E.	7	Dark and snowy.	3 a.m.	C.S.
(25) Mar. 14	Haberdine, of Teignmouth	Schooner	53	4	Neath to Teignmouth	Coals	W.N.W.	11	Squally	9 30 a.m.	No
(26) „ 14	La Desirée, of Auray	Schooner	122	8	Cardiff to Nantes	Coals	N.W.	11	Squally	9 a.m.	No
(27) „ 23	Sarah, of St. Ives	Schooner	125	6	Neath to Hayle	Coals	N.E.	9	Squally, snow, and sleet.	1 30 a.m.	C.C.
(28) Apr. 10	Gem, of Cardiff	Brig	181	8	Cardiff to Smyrna	Iron	W.N.W.	10	Bad	-	Unknown
(29) June 24	Maas, of Rotterdam	S.S.	168	12	Cardiff to Rotterdam	General	Calm	0	Thick fog	10 30 a.m.	Foreign
(30) „ 26	Margaret, of Plymouth	Schooner	92	5	Neath to Plymouth	Calm	S.E.	4	Fine	0 30 p.m.	None
(31) July 4	Rocket, of Truro	Schooner	91	11	Truro to Llanelly	Copper ore.	N.W.	9	Stormy	2 p.m.	Unknown
(32) „ 25	Brian Boru, of Liverpool	Schooner	75	4	Charlestown to Glasgow	Clay	S.S.W.	9	Thick	Flood tide, 2 a.m.	C.S.
(33) Aug. 1	Ithuriel, of Teignmouth	Brigantine	145	6	Glasgow to Rouen	Pig iron	N.N.W.	5	Fine	5 p.m.	C.S.
(34) „ 17	Hero, of Falmouth	Schooner	68	4	Plymouth to Hayle	Lime	N.E.	3	Foggy	8 30 p.m.	None
(35) „ 25	Bruce, of Newcastle	Brig	306	16	Swansea to London	Fuel	S.W. by S.	0	Clear	2 a.m.	Unknown
(36) Oct. 7	Alarm, of Southampton	Schooner	168	7	Newport	Coals	S.S.E.	7	Hazy	10 30 p.m.	C.S.
(37) „ 8	Fancy, of Weymouth	Schooner	78	5	Neath to Southampton	Coals	N.N.W.	6	Squally	6	30 years
(38) „ 7	Union, of Portsmouth	Schooner	50	5	Swansea to Sevlile	Coals	S.E.	10	Fine	7 p.m.	None
(39) „ 18	Mary Welsh, of St. Ives	Brig	116	-	Cardiff to Hayle	Coals	E.N.E.	6	Thick heavy squalls.	12 midnight	C.C.
(40) Nov. 4	Frederick, of Dublin	Smack	50	4	Destination unknown	Coals	N.	8	Thick, with rain.	1 p.m.	Unknown
(41) „ 5	Morton, of St. Ives	Schooner	99	6	Swansea to Portreath	Coals	N.N.E.	2	Cloudy	6 30 p.m.	None
(42) Dec. 14	Lord Porchester, of Padstow	Smack	28	2	Swansea	Copper ore.	S.S.W.	4	Clear	Midnight	None

between Hartland Point and the Land's End, during the Five Years ending 1860—*continued.*

Vessel's Age, and how classed in Lloyd's List.	Vessel.		Cargo.		Lives Lost.	Number of Lives Saved, and by what means.	Nature of Casualty, and whether occasioning Total Loss or only Partial Damage.	SITE AND CAUSE OF CASUALTY. REMARKS.	Might the Casualty have been prevented or mitigated by the proposed Works at St. Ives and Padstow?
	Estimated Loss on.	Insured for, and where.	Estimated Loss on.	Insured for, and where.					
13.	14.	15.	16.	17.	18.	19.	20.	21.	22.
13 years	Unknown	Not	Nil	Nil	None		Stranded Partial.	In Padstow Harbour; brought up in the harbour with one anchor; ground being bad for holding, and second anchor not ready, went on the rocks, and knocked away keel and bilge pieces.	Force of wind under 9.
19 years Æ 1.	500 *l.*	500 *l.* Western Clubs and Lloyd's.	40 *l.*	Unknown	None	4 by lifeboat	Stranded Total.	At entrance to Padstow Harbour; ran for shelter in harbour in heavy gale and sea, and no pilot being at hand, and no assistance given, vessel drove on the rocks and became a wreck.	Yes; PADSTOW.
6 months	2,000 *l.*	1,000 *l.* Paris, Brest.	100 *l.*	Unknown	1		Wrecked Total.	At entrance to Padstow Harbour; let go the anchor, which drifted; let go best bower; vessel still dragged and got into breakers, where it was knocked to atoms; one man washed overboard.	Yes; PADSTOW.
5 years Not.	1,300 *l.*	St. Ives	60 *l.*	Not	None		Wrecked Total.	On Faddacoat Cliff; blowing hard; should have stood outside Lundy Island and hove the lead; vessel broke up, and became total wreck.	No.
Unknown	Unknown	Unknown	Unknown	Unknown	None		Leaky Partial.	In Bristol Channel; obliged to carry sail to keep ship off the land; she laboured heavily, and made much water; ran for Padstow to discharge and repair.	No.
2 years	Unknown	Unknown	Unknown	Unknown	None	24 crew and passengers by ship's boats.	Stranded Total.	On Greet Point, between Cape Cornwall and Gurnard's Head; vessel going at full speed in a thick fog, and no lead hove.	Force of wind under 9.
28 years	500 *l.*	Not	45 *l.*	Not	None	5 by their own boat	Stranded Total.	On Peel Point, Land's End; making too free with the point, struck on sunken rock and became a wreck.	Ditto.
	Unknown	600 *l.*	Unknown	Unknown	None		Dismasted Partial.	Ten miles W. of Lundy. Lost foremast, maintopmast, sails, &c.; and making water, put into Llanelly to discharge.	No.
25 years Red.*	Unknown	Bangor	Unknown	Unknown	None		Dismasted Partial.	Off the Longships by a sudden squall, by which masts were completely carried away, and sea breaking over her, cut away the wreck, and were assisted into Pembroke for repairs.	No.
18 months A 1. 7 years.	100 *l.*	Topsham 1,400 *l.*	Unknown	Unknown	None		Dismasted Partial.	Four miles from Cape Cornwall. Ship rolling in heavy sea, carried fore-topmast, topgallant-mast, split sails, and much injured the vessel. Put into Hayle for repairs.	Force of wind under 9.
Unknown Not.	Unknown	Not	Unknown	Not	None		Stranded Total.	One mile S. of Cape Cornwall. Saw Longship Light, but took no bearings, and did not know the draft of water of his vessel. Struck on the rocks, and abandoned by crew. Vessel recovered by Coast Guard.	Ditto.
Unknown	Unknown	London	Unknown	Unknown	None		Leaky Partial.	Off St. Ives Head; could not keep it under; and being in a sinking state, ran her upon the ground at the entrance of the harbour; started stern-frame and strained decks.	Ditto.
24 years A 1. Red.	40 *l.*	1,000 *l.* Topsham	None	Unknown	None		Damaged Partial.	Thirty miles S.W. Lundy Island. Bulwarks and everything on deck blown away; sails destroyed, and other damage. Put into Milford to repair.	Ditto.
600 *l.*	Unknown	60 *l.*	Unknown	Unknown	None		Struck on anchor; Total.	At entrance of Padstow Harbour. Getting under weigh to fall in with the breeze, she slewed round; let go anchor, which went through her bottom, and she sank. Should have laid out a warp.	Ditto.
	Unknown	600 *l.*	Unknown	Unknown	None		Abandoned Total.	In St. Ives Bay. Could not fetch St. Ives Bay. Vessel laboured, and pumps kept going; found a leak, which kept gaining until the crew resolved to abandon her. Found by the pilot-boat at Hayle.	No.
11 years Red*	1,200 *l.*	St. Ives, 700 *l.*	100 *l.*	Unknown	6		Stranded Total.	Off Godrevy Rocks, on the inner stones; masts above water, and all hands perished.	Force of wind under 9.
Unknown	Unknown	Unknown	Unknown	Unknown			Abandoned Total.	Found at anchor off Lundy, abandoned by her crew. Got off by the master and crew of the "Ranger," and taken into Clovelly in a sinking state.	Ditto.
25 years A 1.	1,100 *l.*	600 *l.* Lloyd's 300 *l.* St. Ives	80 *l.*	Not	None		Wrecked Total.	At entrance of Portreath Harbour; struck on a rock, and lost her rudder; light winds with heavy ground swell; mistook the light in a shop for harbour light.	Ditto.
18 years	140 *l.*	Unknown	Unknown	Unknown	None	2 by a fisherman	Foundered Total.	18 miles S.S.W. of Trevose Head, having suddenly sprung a leak, which could not be kept free.	Ditto.

Wrecks and Casualties (otherwise than by Collision) on the West Coast of England,

NAME OF SHIP.	Port of Registry (if British).	Port Sailed from.	Date of Sailing.	Hour of Sailing.	Weather at Time of Sailing	Wind at Time of Sailing.	Tide Stream at Time of Sailing.	Port Bound to.	Whether in Ballast or with Cargo.		Exact Spot where Casualty happened.	Date of Casualty.
									Ballast.	Cargo.		
1.	2.	3.	4.	5.	6.	7.	8.	9.	10.	11.	12.	13.
1858—*continued.*												1858.
(43) E. D. Schooner—110—7. (17 years.)	Salcombe	Porthcawl	-	-	-	-	-	Naples	-	Iron	30 miles S.W. of Scilly.	4 Jan.
(44) Matilda Schooner—162—7.	Southampton	Newport	-	-	-	-	-	Southampton	-	Coals	St. Ives	8 Feb.
(45) Flora Schooner—44—3. (30 years.)	Padstow	Liverpool	-	-	-	-	-	Padstow	-	General	At entrance of Padstow Harbour.	15 Feb.
(46) Venus Smack—45—4. (40 years.)	Bristol	Bristol	-	-	-	-	-	Bude	-	Guano	At entrance of Bude Harbour.	25 Feb.
(47) (Name unknown) Schooner—36—4.	-	-	-	-	-	-	-	-	-	-	On the Stones	—
(48) Brothers Schooner—95—4. (14 years.)	Cork	Newport	-	-	-	-	-	Portsmouth	-	Coals	In St. Ives Bay	5 Mar.
(49) Mayflower Schooner—78—5. (32 years.)	Liverpool	Llanelly	-	-	-	-	-	Teignmouth	-	Culm	20 miles E. of Lundy.	11 Mar.
(50) Charles Schooner—240—7. (19 years.)	Dartmouth	Plymouth	-	-	-	-	-	Llanelly	Ballast	-	N. end of Lundy Island.	13 Mar.
(51) Defence Ship—608—17. (12 years.)	Liverpool	Africa	-	-	-	-	-	Queenstown	-	Timber	Near Red Strand, under Beney Cliff, 2 miles E. of Boscastle.	13 Mar.
(52) Lord Nelson Sloop—29—3.	Teignmouth	Neath	-	-	-	-	-	Teignmouth	-	Culm	N.E. of Trevose Head, 15 miles.	26 Mar.
(53) Temperance Sloop—34—3. (17 years.)	Padstow	Newport	-	-	-	-	-	Padstow	-	Coals	10 miles W. of Bude Haven.	24 May
(54) Harriett Schooner—57—4.	Maldon	Rouen	-	-	-	-	-	Gloucester	-	Sand	4 miles from Trevose Head.	25 Aug.
(55) Padarn Brigantine—116—9. (18 months.)	Aberystwith	Port Talbot	-	-	-	-	-	Leghorn	-	Iron	19 miles S.W. of Lundy Island.	15 Sept.
(56) Trader Schooner—92—5. (30 years.)	London	Cardiff	-	-	-	-	-	London	-	Coals	8 miles N. of Trevose Head.	18 Sept.
(57) Catherine Galliot—65—6. (8 years.)	Amsterdam	Cardiff	-	-	-	-	-	Amsterdam	-	Iron	Between the Longships and Seven Stones Lights.	17 Oct.
(58) Wheatsheaf Dandy—55—2. (21 years.)	London	Cardiff	-	-	-	-	-	Kingsbridge	-	Coals	On shore at Portlevennor.	18 Oct.
(59) Brothers Smack—44—4. (18 years.)	Pwllheli	Bangor	-	-	-	-	-	Bristol	-	Slates	5 miles S.W. of Bishop Light.	20 Oct.
(60) Marie Brig—127—8.	-	Bordeaux	-	-	-	-	-	Dunkirk	-	General	Off Scilly	14 Nov.
(61) Cuba Steamship—947—29.	Waterford	Cardiff	-	-	-	-	-	London	-	Coals	40 miles N.W. of Scilly Islands.	13 Nov.
(62) Julia Schooner—77—5.	Falmouth	Ricquajada	-	-	-	-	-	Antwerp	-	Mineral ore.	Whitsand Bay	15 Nov.

between Hartland Point and Land's End, including the Scilly Islands, during the Five Years ending 1860—*continued*.

Hour of Casualty. 14.	Weather at Time of Casualty. 15.	Wind at Time of Casualty. 16.	Tide at Time of Casualty. 17.	Nature of Casualty, and whether occasioning, Total Loss or only Partial Damage. 18.	No. of Lives and estimated Value of Property Lost. 19.	Circumstances which caused the Casualty. 20.	Was the Vessel driven back; and, if so, how far had she reached Southward or Northward on her Voyage? 21.	State any Particulars that can throw Light on the Cause of the Casualty. 22.	Might the Casualty have been prevented or mitigated by the proposed Works at St. Ives and Padstow? 23.
11 a.m.	Cloudy	S.S.E. to S.E. 8	-	Leaky; partial	nil	Shifting of cargo	Put back to Salcombe.	-	Force of wind under 9.
6 p.m.	Squally	S. and by E. 10	-	Stranded; partial	nil	Lost sails, and sprung a leak; heavy sea running; ran for the land. Came ashore with 8 ft. water in hold.	-	Stress of weather; loss of sails, &c.	Yes; ST. IVES.
4 a.m.	Hazy	N.E. 5	-	Stranded; total	nil 1,000 *l.*	Running for harbour, with fair wind, got too much to the westward; and when close to the rocks tried to stay her, but she refused, and went on.	-	Negligence	Force of wind under 9.
3 40 p.m.	Fine	E. 6	-	Stranded; partial	nil 440 *l.*	Ground sea striking man at the helm, vessel became unmanageable, and took the ground.	-	Stress of weather; lost rudder	Ditto.
-	-	-	-	Stranded; total	Supposed all. 4	-	-	Want of light on coast.	No.
11 a.m.	Clear	E.N.E. 7	-	Dismasted; partial	nil 25 *l.*	Shorthanded; and blowing a gale, lost sails, and windlass broken.	-	Stress of weather; loss of sails, &c.	Force of wind under 9.
-	Snowstorms	N.W. 6	-	Leaky; partial	nil	Left Llanelly with moderate breeze at 8 a.m.; at 10 found vessel making so much water as to keep both pumps going.	Put into Penzance	Unseaworthy	Ditto.
2 a.m.	Very thick	S.S.W. 8	-	Stranded; total	5 600 *l.*	Ran on shore in very thick weather, having carried away the main-boom, and compasses being defective.	-	Defective compasses	Ditto.
7 45 p.m.	Cloudy	N.W. 5	-	Stranded; total	nil 5,000 *l.*	Lost rudder, anchors, and cables; and drove ashore at Boscastle, where she went to pieces.	-	Loss of rudder, &c.	Ditto.
9 a.m.	Fine	W.S.W. 2	-	Foundered; total	nil 300 *l.*	Left Neath on the 24th; sprung a leak on following day, in a heavy sea, which increased so rapidly that she sunk.	-	Unseaworthy	Ditto.
-	Thick and dirty	N.N.W. 9	-	Stranded; total	3 250 *l.*	Driven ashore in a gale, and all the lives lost.	-	Stress of weather; driven on a lee shore.	No.
3 p.m.	Bad	N.E. 7	-	Leaky; partial	nil	Blowing strong with heavy sea; sprung a leak.	Ran for New Quay to repair, &c.	-	Force of wind under 9.
4 30 a.m.	Hazy	S.W. 6	-	Leaky; partial	nil	Blowing hard; heavy sea; took in much water over all, and became leaky.	Put into Milford to overhaul, &c.	-	Ditto.
5 p.m.	Cloudy	S.W. 8	-	Foundered; total	nil 670 *l.*	Laboured very much in a gale which happened on the 17th; started a butt, and made water until she sunk.	-	-	Ditto.
4 a.m.	Thick	N.E. and E.N.E. 9	-	Leaky; partial	nil	Blowing a gale, with heavy rain; vessel strained, and made much water.	Put into Penzance	Stress of weather	No.
12 midnight	Thick, with heavy rain.	E. by N. 9	-	Wrecked; total	nil 385 *l.*	During a gale; sails were lost, and ship repeatedly struck by heavy sea, which carried away bulwarks, &c.; vessel driven on shore at Zennor.	-	Stress of weather; driven on lee shore.	No.
-	Thick, with rain.	E. by N. 10	-	Dismasted; partial	2 80 *l.*	Struck by a heavy sea, which carried away boat, jib, &c.; vessel made much water.	Towed into St. Ives	Stress of weather; loss of masts, &c.	Yes; ST. IVES.*
7 30 p.m.	Thick	S.E. 9	-	Distressed; partial	nil 100 *l.*	Vessel struck by a heavy sea, and thrown on her beam-ends. Cut away sails, &c.	Put into Falmouth	Stress of weather; loss of sails, &c.	No.
-	Cloudy	E.S.E. 10	-	Abandoned; total	Supposed 16	During a heavy gale; sails and life-boats carried away; sprung a leak, and became unmanageable.	-	Stress of weather	No.
8 a.m.	Cloudy	S.E. and S.W. 9	-	Distressed; partial	nil 200 *l.*	Blowing a complete gale; cut chain-cable to avoid a loaded schooner astern. Vessel rolling heavily, cut away mainboom, &c.	On the 20th brought up at St. Ives Bay.	Stress of weather; dismasted.	Yes; ST. IVES.*

* See Foot Note, page 93.

Wrecks and Casualties (otherwise than by Collision) on the West Coast of England, between Hartland Point

NAME OF SHIP.	Port of Registry (if British).	Port Sailed from.	Date of Sailing.	Hour of Sailing.	Weather at Time of Sailing.	Wind at Time of Sailing.	Tide Stream at Time of Sailing.	Port Bound to.	Whether in Ballast or with Cargo.		Exact Spot where Casualty happened.	Date of Casualty.
									Ballast.	Cargo.		
1.	2.	3.	4.	5.	6.	7.	8.	9.	10.	11.	12.	13.
1858—*continued.*												1858.
(63) Jeune Ernestine - Lugger—(say) 80—4.	Nantes	Nantes	–	–	–	–	–	Gloucester	–	Wheat	Lat. 50° 28′ N. Long. 6° 55′ W.	17 Nov.
(64) South Picton - Brigantine—213—8. (5 years.)	Newport	Newport	–	–	–	–	–	Southampton	–	Coals	Lat. 50° 37′ N. Long. 7° 40′ W.	18 Nov.
(65) Albion - - - Brigantine—83—5. (36 years.)	Plymouth	Swansea	–	–	–	–	–	Plymouth	–	Coals	70 miles W. by S. of Scilly.	18 Nov.
(66) Cherie - - - Ketch—46—4. (12 years.)	Havre	Cardiff	–	–	–	–	–	Rouen	–	Coals	In Polventon Bay.	30 Nov.
(67) Louisa Marian - Barque—369—12. (Age unknown.)	Liverpool	Swansea	–	–	–	–	–	Bahia	–	Coals	Between Lundy Island and Scilly.	10 Dec.
(68) Malibran - - Schooner—96—5. (12 years.)	Liverpool	Runcorn	–	–	–	–	–	Fisherrow	–	Rock salt	About 15 miles N.N.W. of Cape Cornwall.	15 Dec.
(69) Hazard - - Brigantine—181—9. (3 years.)	Stockholm	Alexandria	–	–	–	–	–	Cork for Orders	–	Wheat	On bar at entrance to Padstow Harbour.	26 Dec.
1859:												1859:
(70) Pilgrim - - Schooner—71—5. (4 years.)	Falmouth	Swansea	19 Jan.	–	–	–	–	Charleston	–	Coals	5 miles N. of Seven Stones, Cornwall.	26 Jan.
(71) Lord Palmerston Barque—448—13. (4 years.)	Sweden	Cardiff	–	–	–	–	–	Barcelona	–	Coals	From 10 to 12 miles N.N.W. ½ W. of Trevose Head, Cornwall.	14 Feb.
(72) Gonsalve - - Brigantine—108—7. (12 years.)	Shoreham	Nantes	–	–	–	–	–	Londonderry	–	Wheat	Doom Bar, Padstow, Cornwall.	8 Mar.
(73) Pintada - - Schooner—53—5. (19 years.)	St. Malo	St. Malo	–	–	–	–	–	Liverpool	–	Wheat	Treathy Point, Whitsand Bay, Cornwall.	12 Mar.
(74) Frederick William Schooner—63—4. (13 years.)	Ipswich	Newport	–	–	–	–	–	Ipswich	–	Iron	Doom Bar, entrance of Padstow Harbour, Cornwall.	15 Mar.
(75) Janet - - - Schooner—135—7. (9 years.)	Teignmouth	Glasgow	27 Jan.	–	–	–	–	Boulogne	–	Iron	Hawkes Cove, at entrance of Padstow Harbour, Cornwall.	22 Mar.
(76) Alexander Edmond Ship—676—21. (20 years.)	Bristol	Cardiff	5 April	–	–	–	–	Quebec	–	Coals	Long. 7° 47′ W. Lat. 50° 21′ N.	9 April
(77) Constance Margrethe. Brig—188—9. (22 years.)	Norway	Longround	–	–	–	–	–	Hayle	–	Timber	St. Ives Pier, Cornwall.	27 April
(78) Juno - - - Brig—195—10. (21 years.)	Norway	Skein	–	–	–	–	–	Hayle	–	Timber	On the rocks, near Will Dream Cove, North of the pier, St. Ives, Cornwall.	27 April
(79) Hinton - - Brig—71—5. (Age unknown.)	Waterford	Poole	19 April	–	–	–	–	Runcorn	–	Pipe clay	Lat. 50° 45′ N. Long. 6° W.	28 April
(80) Ocean Queen - Brigantine—121—5. (1 year.)	Padstow	Plymouth	14 May	–	–	–	–	Swansea	–	Copper Ore.	Longships, Cornwall.	15 May
(81) Helena - - Chasse-Marée—55—4. (8 years.)	France	Neath	–	–	–	–	–	France	–	Coals	Porthgwarrow Cove, Land's End, Cornwall.	21 May
(82) Majestic - - Ketch—46—2. (38 years.)	Plymouth	Saundersfoot	26 Aug.	3 p.m.	Fine	N. 2	¾ flood	Plymouth	–	Stone; Coals.	21 miles N.N.W. of St. Agnes.	29 Aug.

and the Land's End, including the Scilly Islands, during the Five Years ending 1860—*continued.*

Hour of Casualty. 14.	Weather at Time of Casualty. 15.	Wind at Time of Casualty. 16.	Tide at Time of Casualty. 17.	Nature of Casualty, and whether occasioning Total Loss or only partial Damage. 18.	No. of Lives, and estimated Value of Property lost. 19.	Circumstances which caused the Casualty. 20.	Was the Vessel driven back; and, if so, how far had she reached Southward or Northward on her Voyage? 21.	State any Particulars that can throw Light on the Cause of the Casualty. 22.	Might the Casualty have been prevented or mitigated by the proposed Works at St. Ives and Padstow? 23.
1 30 p.m.	Thick, with rain	E.S.E. 10	- -	Abandoned; total -	nil	During a gale; sails blown away; and vessel became leaky and unmanageable.	- - -	Stress of weather - -	No.
10 30 a.m.	Rain, with squalls.	S.E. by E. 10.	- -	Abandoned; partial	nil 150 *l.*	Anchored in Whitsand Bay on 15th November. Blowing a gale; vessel sprung a leak; crew becoming exhausted, taken on board the Caroline.	The "S. Picton" taken to Cork by Euphrates.	Stress of weather; derelict.	Yes; ST. IVES.
11 a.m.	Thick, with rain	E.S.E. 11	- -	Abandoned; total -	nil	On the 15th, while at anchor in Whitsand Bay, windlass capsized; anchor and chains were lost, and vessel blown away to sea.	- - -	Stress of weather - -	Yes; ST. IVES.
Noon	Rough - -	N.W. 11	- -	Stranded; total -	nil	Blowing a gale, and heavy sea; run for the shore; vessel dragging both anchors, crew left her in boat.	- - -	Dragged anchors - -	No.
1 a.m.	Thick - -	W.S.W. 9	- -	Leaky; partial -	nil	Struck by a heavy sea; which washed decks; vessel sprung a leak, and made much water.	Bore up for Cork	Stress of weather - -	No.
8 a.m.	Hazy - -	S. 10	- -	Leaky; partial -	nil	During a gale, with heavy sea, vessel sprung a leak.	Put back to Milford.	Stress of weather - -	No.
9 a.m.	Squally - -	W.N.W. 10	- -	Stranded; partial -	nil 600 *l.*	Heavy gales; when near Lundy, was struck by a sea which stove boats, carried away stanchions, &c.; run for Padstow, and on entering, struck twice on bar.	- - -	Trying for harbour -	Yes; PADSTOW.
2 a.m.	Rain - -	W.S.W. 10	½ flood - -	Dismantled; partial	nil 100 *l.*	Struck by heavy sea; put into Padstow very leaky.	- - -	Struck by heavy sea -	Yes; ST. IVES.*
5 p.m.	Clear, with showers.	N.W. 6	¾ ebb - -	Leaky, &c.; partial	nil 500 *l.*	Encountered very heavy weather; sprung a leak, and put back to Bristol for repairs.	- - -	Loss of spars, &c.	Force of wind under 9.
11 a.m.	Thick - -	N.W. 11	¾ ebb - -	Wrecked; total -	nil 600 *l.*	Became embayed on the coast in a gale. In entering Padstow Harbour, she was caught by the eddy winds, and driven on to Doon Bar, and sunk.	- - -	Failing to make harbour	Yes; PADSTOW.
1 a.m.	Thick - -	S.W. 9	2 hours and ½ ebb.	Wrecked; total -	nil 1,280 *l.*	Driven ashore by stress of weather.	- - -	Driven on lee shore -	No.
11 a.m.	Hazy and squally	N.W. 9	½ flood - -	Wrecked; partial -	nil 1,050 *l.*	In entering Padstow Harbour, was caught by eddy wind, and drifted towards Doon Bar, upon which she struck.	- - -	Neglect of pilot. - -	Yes; PADSTOW.
1 a.m.	Rough - -	E.N.E. 11	½ ebb - -	Stranded; partial -	nil	Moored abreast of Hawke's Cove, owing to the gale; dragged her anchors, and drove on shore.	- - -	Dragged anchors - -	No.
2 p.m.	Squally, with rain.	W.N.W. 8	- -	Leaky; partial -	nil 1,200 *l.*	Experienced bad weather and heavy sea, which caused her to become very leaky; proceeded to Appledore, and discharged cargo.	- - -	Leaky - - - -	Force of wind under 9.
Noon	Heavy; squally, with rain.	S.E. by E. 9.	High water -	Stranded; partial -	nil	One of her anchors parted; drifted on to a rock, and sustained serious damage.	- - -	Stress of weather; parted cables.	Yes; ST. IVES.
2 p.m.	Heavy; squally, with rain.	S.E. by E. 9.	¼ ebb - -	Stranded; partial -	nil	One anchor having parted, deemed it advisable to make for the harbour; in doing so, she was unable to round the pier, and was run ashore.	- - -	Stress of weather; parted cable.	Yes; ST. IVES.
9 p.m.	Thick and squally.	E.S.E. 11	- -	Foundered; total -	nil	She became very leaky; crew abandoned her; she was seen to sink.	- - -	Stress of weather; foundered.	No.
8 a.m.	Fine - -	E.N.E. 4	Low water -	Leaky; partial -	nil	Sprung a leak; put into Padstow, and discharged cargo.	- - -	Striking on sunken wrecks.	Force of wind under 9.
7 a.m.	Fine - -	N.N.E. 5	½ ebb - -	Stranded; total -	nil	Supposed to have been driven on to a rock by strong current; sprung a leak, filled, and sunk.	- - -	Strong currents - -	Ditto.
5 a.m.	Cloudy - -	S.W. 6	¾ flood - -	Foundered; total -	nil 247 *l.*	Sprung a leak; crew abandoned her; she subsequently sunk.	- - -	Inefficient manning -	Ditto.

* *See* Foot Note, page 93.

Wrecks and Casualties (otherwise than by Collision) on the West Coast of England, between Hartland Point

NAME OF SHIP.	Port of Registry (if British).	Port Sailed from.	Date of Sailing.	Hour of Sailing.	Weather at Time of Sailing.	Wind at Time of Sailing.	Tide Stream at Time of Sailing.	Port Bound to.	Whether in Ballast or with Cargo.		Exact Spot where Casualty happened.	Date of Casualty.
									Ballast.	Cargo.		
1.	2.	3.	4.	5.	6.	7.	8.	9.	10.	11.	12.	13.
1859—*continued.*												1859.
(83) Plymouth - - Schooner—135—7. (5 years.)	Plymouth -	Newport - -	27 Aug.	6 a.m.	Fine - -	W. 1	High water -	London -	- -	Railway iron.	12 miles S. by W. of Lundy Island.	29 Aug.
(84) Doncaster - - Brig—221—8. (22 years.)	Stockton -	Newport - -	18 Aug.	9 a.m.	Fine - -	S. 4	Flood -	Unknown -	- -	Railway iron.	15 miles to the Westward of Lundy Island.	29 Aug.
(85) Louisa - - - Brig—192—8. (11 years.)	Arundel - -	Llanelly - -	11 Sept.	6 a.m	Fine - -	W.N.W. 5	Flood - -	Littlehampton	- -	Coals -	5 miles N.E. of the Breesons, Cornwall.	13 Sept.
(86) Sampson - - Brig—150—7. (59 years.)	London - -	Cardiff - -	18 Sept.	2 p.m.	Fine - -	W.N.W. 5	High water -	London -	- -	Coals -	Doom Bar, Padstow, Cornwall.	7 Oct.
(87) Iris - - - - Schooner—104—6. (19 years.)	Penzance -	Cardiff - -	15 Oct.	5 a.m.	Gloomy -	E.N.E. 5	High water -	Devoran, Cornwall.	- -	Coals -	5 miles N. ½ E. of Hartland Point, Devon.	17 Oct.
(88) Busy - - - - Sloop—42—4. (35 years.)	Padstow - -	Newport - -	24 Oct.	6 a.m.	Moderate -	E.N.E. 4	High water -	Fowey - -	- -	Coals -	8 miles W. and by S. of Lundy Islands.	25 Oct.
(89) Happy Return - Smack—36—3. (Age unknown.)	Padstow - - -	Appledore -	24 Oct.	6 a.m.	Fine - -	E.S.E. 5	High water -	Cardiff -	Ballast -	- -	Boscastle, Cornwall.	25 Oct.
(90) Mary Anne - Schooner—49—4. (Age unknown.)	Ilfracombe -	Plymouth -	-	-	- -	- -	- -	Newport -	Ballast -	- -	Penan Sand, Cornwall.	25 Oct.
(91) Mary - - - Brigantine—146—7. (19 years.)	Milford - -	Swansea - -	25 Oct.	5 30 a.m.	Cloudy -	E.N.E. 5	Nearly high water.	Gibraltar -	- -	Coals -	Between Lundy and Godrevy Islands, Cornwall.	25 Oct.
(92) Sprite - - - Smack—26—3. (3 months.)	Bideford - -	Newport - -	-	-	- -	- -	- -	Milford -	- -	Coals -	6 miles S. W. of Bude, Cornwall.	26 Oct.
(93) Sultana Selina - Schooner—112—6. (16 years.)	St. Ives - -	Cardiff - -	24 Oct.	Morning	- -	- -	- -	Hayle - -	- -	Coals -	- - -	26 Oct.
(94) Richard and Elizabeth. Smack—16—3. (43 years.)	Barnstaple -	- - -	-	-	- -	- -	- -	- -	- -	- -	- - -	26 Oct.
(95) Iron Age - - Brigantine—339—11. (Age unknown.)	London - -	Newcastle -	-	-	- -	- -	- -	Dublin -	- -	Coals -	Off Trevose Head, Cornwall.	26 Oct.
(96) Pet - - - Smack—34—3. (2 years.)	Padstow - -	Newport - -	25 Oct.	-	- -	- -	- -	Boscastle -	- -	Coals -	- - -	26 Oct.
(97) Name unknown - Barque—600—18. (Age unknown.)	- - -	- - -	-	-	- -	- -	- -	- -	- -	- -	- - -	26 Oct.
(98) Name unknown - Brig—300—11. (Age unknown.)	- - -	- - -	-	-	- -	- -	- -	-	- -	- -	- - -	26 Oct.
(99) Severn - - Barque—330—10. (Age unknown.)	Sunderland -	Cardiff - -	25 Oct.	7 a.m.	Cloudy -	E. 2	1 hour ebb -	Havre - -	- -	Coals -	½ mile from Hayle Bar, St. Ives Bay, Cornwall.	26 Oct.
(100) Sir Robert Peel Schooner—87—5. (Age unknown.)	St. Ives - -	Cardiff - -	-	-	- -	- -	- -	Hayle - -	- -	Coals -	Spratting Cove, 3 miles from Portreath, Cornwall.	26 Oct.
(101) Providence - Chasse-Marée—79—7. (25 years.)	France - -	Cardiff - -	25 Oct.	7 a.m.	Fine - -	E.	High water -	Bordeaux -	- -	Coals -	Padstow Harbour, Cornwall.	26 Oct.
(102) Edward Prothero Schooner—90—5. (Age unknown.)	Dartmouth -	Cardiff - -	25 Oct.	7 a.m.	Fine - -	N.E. 2	High water -	Dartmouth -	- -	Coals -	3 miles N.E. of Bude, Cornwall.	26 Oct.
(103) Melanie - - Brigantine—79—6. (4½ years.)	Nantes - -	Cardiff - -	25 Oct.	6 a.m.	Fine - -	E. 4	High water -	Paimbœuf -	- -	Coals -	Greenaway Cliffs, Padstow, Cornwall.	26 Oct.
(104) Favorite - - Ship—1040—36. (Age unknown.)	Boston, U. S. -	London - -	-	-	- -	- -	- -	Cardiff -	Ballast -	- -	½ mile W. of Padstow Harbour, Cornwall.	26 Oct.

and the Land's End, including the Scilly Islands, during the Five Years ending 1860—*continued.*

Hour of Casualty. 14.	Weather at Time of Casualty. 15.	Wind at Time of Casualty. 16.	Tide at Time of Casualty. 17.	Nature of Casualty, and whether occasioning Total Loss or only Partial Damage. 18.	No. of Lives and estimated Value of Property Lost. 19.	Circumstances which caused the Casualty. 20.	Was the Vessel driven back; and, if so, how far had she reached Southward or Northward on her Voyage? 21.	State any Particulars that can throw Light on the Cause of the Casualty. 22.	Might the Casualty have been prevented or mitigated by the proposed Works at St. Ives and Padstow? 23.
3 30 p.m.	Squally, with rain.	W.N.W. 9	½ flood -	Foundered; total -	nil 2,000 *l.*	Cargo having shifted from stress of weather, she went over on her broadside, filled, and sunk.	- - -	Stress of weather; shifting of cargo.	No.
10 p.m.	Bad - -	W.N.W. 9	- -	Leaky; partial -	nil	Sprung a leak; put back to Newport, and discharged cargo.	- - -	Stress of weather; leaky.	No.
1 p.m.	Squally - -	W.N.W. 6	¼ flood - -	Leaky; partial -	nil 35 *l.*	Struck by a heavy sea; sprung a leak; bore up for St. Ives; in entering harbour, mainsail split, and vessel took the ground.	- - -	Leaky - - - -	Force of wind under 9.
10 p.m.	Boisterous -	S.W. 9	Flood - -	Stranded; partial -	nil 400 *l.*	In entering Padstow harbour, struck on the bar and sustained considerable damage.	- - -	Stress of weather; failing to make harbour.	Yes; PADSTOW.
3 a.m.	Showery - -	W.N.W. 2	½ flood - -	Burned; total -	nil 88 *l.*	Fire broke out in the cabin, extended to all parts of her; crew compelled to abandon her; sunk in 20 minutes.	- - -	Burned - - -	Force of wind under 9.
4 p.m.	Squally - -	E.N.E. to N.N.W. 8 to 12.	4 hours' flood	Loss of sails, &c.; total.	nil 360 *l.*	Mainboom, mainsail, and gaff, gangways, &c., carried away; was then run before the wind to Port Isaac; run ashore and became a complete wreck.	- - -	Stress of weather; loss of sails.	No.
6 p.m.	Tempestuous -	N.N.E. 10	High water -	Stranded; total -	nil 200 *l.*	Anchored near to Boscastle; shortly afterwards dragged her anchor, went ashore, and became a complete wreck.	- - -	Stress of weather; dragged anchor.	No.
10 p.m.	Thick - -	N.N.W. 11	High water -	Stranded; total -	3 60 *l.*	Ran on the sand at low water; a heavy sea running; soon after striking, she broke up.	- - -	Stress of weather; driven on a lee shore.	No.
Midnight	A whole gale; cloudy.	S.E. 10	- -	Leaky; partial -	nil 200 *l.*	Vessel struck by heavy sea, caused her to make a great deal of water; canvass was split; put into St. Ives.	- - -	Stress of weather; leaky.	Yes; ST. IVES.*
- -	Thick - -	N.W. 12	- -	Stranded; total -	3 380 *l.*	Vessel discovered on shore, very much damaged; became a total wreck.	- - -	Stress of weather; driven on a lee shore.	No.
- -	- - - -	N.N.W. 12	- -	Stranded; total -	6 1,075 *l.*	Found ashore a total wreck at Trebetherick Point, near Padstow.	- - -	Stress of weather; driven on a lee shore.	Yes; † PADSTOW.
- -	- - - -	Above 9	- -	Stranded; total -	3	Portions of this vessel and three bodies were washed ashore between Bude and Clovelly.	- - -	Stress of weather; driven on a lee shore.	No.
- -	- - - -	Above 9	- -	Foundered; total -	11 5,500 *l.*	Seen in distress off Trevose Head; and when about a mile N.W. of the head, she foundered.	- - -	Stress of weather; foundered.	Yes; † ST. IVES.
- -	Hurricane -	N.W. to N.N.W. 12	- -	Foundered; total -	3 400 *l.*	Supposed to have foundered; portions of the wreck were washed ashore at Boscastle.	- - -	Stress of weather; foundered.	No.
- -	- - - -	- -	- -	Foundered; total -	18	Portions of a vessel washed ashore near Padstow Harbour after the violent gale on the 25th and 26th October; supposed to have broken up.	- - -	Stress of weather; foundered.	Yes; † PADSTOW.
- -	- - - -	- -	- -	Foundered; total -	11	Portions of a vessel washed ashore near Padstow Harbour after the gale of 25th and 26th October; supposed to have broken up.	- - -	Stress of weather; foundered.	Yes; † PADSTOW.
1 30 a.m.	Very thick and heavy squalls.	N.E. 11	1 hour flood	Stranded; total -	9	Mistook Godfrey Light for the Longships.	- - -	Mistaking lights - -	No.
2 or 3 a.m.	Heavy squalls -	N.W. 11	¾ flood - -	Stranded; total -	5	Discovered on shore a total wreck.	- - -	Stress of weather; driven on a lee shore.	No.
3 a.m.	Hurricane -	N.N.W. 12	½ tide - -	Stranded; total -	nil 460 *l.*	Struck the beach and became a wreck; part cargo saved.	- - -	Stress of weather; driven on a lee shore.	Yes; PADSTOW.
3 a.m.	Very bad -	N.W. above 9.	½ flood - -	Stranded; total -	4	Lost her sails, drifted on to a rock, and broke up.	- - -	Stress of weather; loss of sails.	No.
5 a.m.	Tempestuous -	N.N.W. 10	- -	Stranded; total -	nil 1,060 *l.*	Driven on shore and broke up.	- - -	Stress of weather; driven on a lee shore.	No.
6 a.m.	Tempestuous -	N.N.W. 12	High water -	Stranded; total -	36 10,000 *l.*	Supposed that the vessel, in running for Padstow, mistook the entrance and went ashore.	- - -	Unknown - - -	No.

* *See* Foot Note, page 93.

† All that is known of these four vessels is, that they were lost on a voyage in which their course and position may have been such as to allow of their running for St. Ives or Padstow. Whether they could or would have done so it is impossible to decide. *See* also Table 2, pages 28 and 29 of the Appendix.

Wrecks and Casualties (otherwise than by Collision) on the West Coast of England, between Hartland Point

NAME OF SHIP. 1.	Port of Registry (if British). 2.	Port Sailed from. 3.	Date of Sailing. 4.	Hour of Sailing. 5.	Weather at Time of Sailing. 6.	Wind at Time of Sailing. 7.	Tide Stream at Time of Sailing. 8.	Port Bound to. 9.	Whether in Ballast or with Cargo. Ballast. 10.	Cargo. 11.	Exact Spot where Casualty happened. 12.	Date of Casualty. 13.
1859—*continued.*												1859.
(105) Caroline - - Schooner—80—5. (25 years.)	London - -	Neath - -	24 Oct.	4 30p.m.	Fine - -	S.E. 4	High water -	Weymouth -	- -	Coals -	Perran Sands, Padstow, Cornwall.	26 Oct.
(106) Pearl - - Brig—163—8. (19 years.)	St. Ives - -	Cardiff - -	25 Oct.	6 a.m.	Gloomy -	E. 5	High water -	Hayle - -	- -	Coals -	St. Agnes Sand, Cornwall.	26 Oct.
(107) Name unknown - Ship—600—16. (Age unknown.)	- - -	- - -	-	-	- -	- -	- -	- -	- -	- -	2 miles E.N.E. of Trevose Head, Cornwall.	26 Oct.
(108) Martha Jane - Sloop—37—2. (10 years.)	Plymouth -	Llanelly - -	25 Oct.	5 a.m.	Clear - -	N.E. 2	High water -	Plymouth -	- -	Coals -	Under Porthmeaster Rocks, St. Ives Bay, Cornwall.	26 Oct.
(109) Nugget - - Brigantine—132—7. (6 years.)	Cardiff - -	Newport - -	25 Oct.	6 30a.m.	Fine - -	E. 4	Ebb - -	Troon - -	- -	Railway iron.	Cruckington Haven, 6 miles East of Boscastle, Cornwall.	26 Oct.
(110) Ann - - - Schooner—66—5. (16 years.)	Penzance -	Plymouth -	20 Oct.	7 a.m.	Fine - -	E. 4	Ebb - -	Cardiff -	Ballast -	- -	½ mile E. of Newquay Pier, Cornwall.	26 Oct.
(111) Ann - - - Schooner—58—4. (10 years.)	Milford - -	Penzance -	25 Oct.	5 a.m.	Fine - -	N.W. 3	½ ebb - -	Saundersfoot	Ballast -	- -	Crantock Bay, Cornwall.	26 Oct.
(112) Anais - - Lugger—91—6. (13 years.)	Vannes, France	Cardiff - -	25 Oct.	6 a.m.	Fine - -	E. 6	High water -	Nantes -	- -	Coals -	Newquay, Cornwall.	26 Oct.
(113) Trio - - - Schooner—90—6. (11 years.)	Truro - -	Truro - -	22 Oct.	2 p.m.	Fine - -	N.N.E. 5	High water -	Pembrey -	- -	Copper ore.	Crackington Haven, 6 miles E. of Boscastle, Cornwall.	26 Oct.
(114) Union - - Schooner—79—5. (9 years.)	St. Vaast, France	Cardiff - -	25 Oct.	7 a.m.	Fine - -	E. 4	Ebb - -	Bordeaux -	- -	Coals -	Crantock Bay, 2 miles from Newquay, Cornwall.	26 Oct.
(115) Beverly - - Schooner—89—6. (13 years.)	Cork - -	Swansea - -	25 Oct.	5 p.m.	Rain - -	E.S.E. 6	High water -	Youghal -	- -	Culm, and one passenger.	Upton Cove, Strutton, 2 miles S.W. of Bude, Cornwall.	26 Oct.
(116) Charles George Fryer. Schooner—79—5. (19 years.)	Cork - -	Cork - -	22 Oct.	2 p.m.	Fine - -	N.W. 2	High water -	Cardiff -	- -	Oats -	West end of Widemouth Bay, 4 miles S.W. of Bude, Cornwall.	26 Oct.
(117) Topsy - - Brig—159—8. (6 years.)	Newhaven -	Llanelly - -	30 Oct.	8 30a.m.	Hazy - -	S.E. 4	High water -	Sheerness -	- -	Coals -	Off St. Ives, Cornwall.	31 Oct.
(118) Diligent - - Cutter—25—5. (8 years.)	Bristol - -	Padstow - -	27 Oct.	-	- -	- -	- -	On a cruise -	Ballast -	- -	Bristol Channel, supposed Lundy Island.	1 Nov.
(119) African, S.S. - Barque—1,040—44. (4 years.)	Liverpool -	Liverpool -	30 Oct.	Noon -	Fine - -	S.E. 5	High water -	Malta, Syria, Constantinople, &c.	- -	General; 3 passengers.	25 miles N.W. of Scilly.	1 Nov.
(120) Flink - - - Barque—414—12. (1½ years.)	Prussia - -	Swansea - -	30 Oct.	8 a.m.	Fine - -	E.N.E. 5	High water -	Barcelona -	- -	Patent fuel.	11 miles S. by W. of Lundy Island.	1 Nov.
(121) Ceres - - - Schooner—35—3. (50 years.)	Bideford - -	Boscastle -	-	-	- -	- -	- -	Newport -	Ballast -	- -	Boscastle, Cornwall.	1 Nov.
(122) Peace - - Smack—44—3. (20 years.)	Dartmouth -	Newport - -	28 Oct.	8 a.m.	Fine - -	W. 5	High water -	Plymouth -	- -	Coals -	1½ miles S. by E. of Lundy Island.	2 Nov.
(123) Alert - - - Schooner—94—6. (33 years.)	Whitehaven -	Cardiff - -	13 Nov.	7 a.m.	Fine - -	E. 4	High water -	Gibraltar -	- -	Coals -	15 miles N. of Trevose Head, Cornwall.	26 Nov.
(124) Alice - - - Brig—224—9. (14 years.)	Folkestone -	Llanelly - -	29 Nov.	10 a.m.	Fine - -	W. 4	High water -	Dieppe -	- -	Coals -	15 miles N. of Trevose Head, Cornwall.	30 Nov.
(125) Tamer - - Smack—36—3. (45 years.)	Padstow - -	Plymouth -	1 Dec.	10 a.m.	Fine - -	N. 4	High water -	Newport -	Ballast -	- -	2 miles W.N.W. of Hartland Point, Devon.	4 Dec.
1860.												1860.
(126) Corunna - - Brig—301—12. (20 years.)	Newcastle -	Cardiff - -	18 Jan.	9 a.m.	Hazy - -	E.S.E. 5	½ flood -	Havre - -	- -	Coals -	30 miles westward of Lundy Island.	21 Jan.

and the Land's End, including the Scilly Islands, during the Five Years ending 1860—*continued*.

Hour of Casualty. 14.	Weather at Time of Casualty. 15.	Wind at Time of Casualty. 16.	Tide at Time of Casualty. 17.	Nature of Casualty, and whether occasioning Total Loss or only partial Damage. 18.	No. of Lives, and estimated Value of Property lost. 19.	Circumstances which caused the Casualty. 20.	Was the Vessel driven back; and, if so, how far had she reached Southward or Northward on her Voyage? 21.	State any Particulars that can throw Light on the Cause of the Casualty. 22.	Might the Casualty have been prevented or mitigated by the proposed Works at St. Ives and Padstow? 23.
6 30 a.m.	- - -	N.N.E. to N.N.W. 12	- - -	Stranded; total -	nil 550 *l.*	Struck by heavy seas; became embayed below Trevose Head, and was run ashore.	- - -	Stress of weather; driven on a lee shore.	No.
6 40 a.m.	Hazy - -	N.N.E. 10	½ ebb - -	Stranded; total -	nil 450 *l.*	Bulwarks carried away; making a great deal of water, ran on the beach, and broke up.	- - -	Stress of weather; driven on a lee shore.	Yes; **ST. IVES.**
7 a.m.	Temperate -	W.N.W. 10	¼ ebb - -	Foundered; total -	**16**	Suddenly disappeared, and all hands supposed to have gone down.	- - -	Stress of weather; foundered.	No.
7 a.m.	Squally - -	N.N.W. 9	2 hours' ebb -	Stranded; total -	nil 380 *l.*	Lost after canvass; anchored off Porthmeaster; was found to be in a dangerous position, and was run ashore.	- - -	Stress of weather; loss of sails.	Yes; **ST. IVES.**
7 30 a.m.	Tempestuous -	N.N.W. 10	¼ ebb -	Stranded; total -	nil 1,850 *l.*	Driven on shore and became a complete wreck.	- - -	Stress of weather; driven on a lee shore.	No.
7 30 a.m.	Storm - -	N.N.W. 11	⅛ ebb - -	Stranded; total -	nil 400 *l.*	Lost her sails, became unmanageable, and was run ashore for safety of crew.	- - -	Stress of weather; loss of sails.	No.
8 a.m.	Hurricane	N.N.W. 12	- -	Stranded; partial -	nil 50 *l.*	Lost canvass, and ran ashore for safety of crew.	- - -	Stress of weather; loss of sails, &c.	No.
8 a.m.	A storm - -	N.N.W. 12	¼ ebb - -	Stranded; total -	nil 532 *l.*	Violent sea; ran her ashore to save life.	- - -	Loss of sails - - -	No.
8 a.m.	Tempestuous -	N.N.W. 10	⅛ ebb - -	Stranded; total -	nil 1,200 *l.*	Driven on shore, and became a complete wreck.	- - -	Stress of weather; driven on a lee shore.	No.
9 30 a.m.	Bad - -	N.N.W. 11	½ ebb - -	Stranded; total -	nil 550 *l.*	From violence of wind and sea, ran her ashore for safety of crew; part of cargo saved.	- - -	Stress of weather; driven on a lee shore.	Yes; **PADSTOW.**
10 a.m.	Very bad -	N.W. 9	½ ebb - -	Stranded; total -	**1** 545 *l.*	Lost her sails, drove ashore, and broke up.	- - -	Stress of weather; loss of sails.	No.
3 p.m.	Cloudy - -	N.W. 9	½ flood - -	Stranded; partial -	nil	Became unmanageable, and drove ashore.	- - -	Stress of weather; driven on a lee shore.	No.
Midnight	Storm, with thunder.	W.N.W. 11	⅛ ebb - -	Damaged; partial -	nil 100 *l.*	Heavy sea caused her to make water; put into Pembrey.	- - -	Stress of weather; leaky	Yes; **ST. IVES.***
- -	Unknown -	Above 9 -	- -	Foundered; total -	**5** 300 *l.*	Supposed to have foundered in the gale of 1st November.	- - -	Stress of weather; foundered,	No.
6 a.m.	Tempestuous -	S.W. 12	High water -	Disabled - -	**5**	Struck by heavy sea, carrying away boats, bulwarks, deck-houses, &c.; filled engine-room with water; procured assistance. On entering the Padstow Harbour, struck on the bar, and sustained considerable damage.	- - -	Stress of weather; damage to hull, &c.	Yes; **PADSTOW.**
6 a.m.	Thick - -	Unknown 10	- -	Disabled; partial -	nil	Struck by heavy sea, caused her to become very leaky; put back to Penarth Roads.	- - -	Stress of weather; leaky	No.
8 a.m.	Tempestuous -	N.W. 10	¾ flood - -	Stranded; partial -	nil 150 *l.*	Parted anchors, drove on to the rocks, filled, and sank.	- - -	Stress of weather; parted cables.	No.
9 a.m.	Stormy - -	W. 6	4 hours' flood	Foundered; total -	nil 435 *l.*	Struck by a heavy sea, sprung a leak, abandoned by crew, and went down.	- - -	- - - - - -	Force of wind under 9.
- -	Rain - -	S. 6	High water -	Foundered; total -	nil 970 *l.*	Struck by heavy sea, bulwarks, &c. carried away; became very leaky; afterwards foundered.	- - -	- - - - - -	Ditto.
10 a.m.	Thick, with rain, heavy sea.	N.E. 8	- -	Foundered; total -	nil 2,200 *l.*	Enconntered heavy sea, and sprung a leak; crew compelled to abandon her, and in less than an hour she sank.	- - -	- - - - - -	Ditto.
3 p.m.	Squally, with rain.	S. W. 5	½ ebb - -	Abandoned; total -	nil 140 *l.*	Sprung a leak, which compelled crew to leave her, and she is believed to have gone down.	- - -	Foundered, from unseaworthiness.	Ditto.
7 p.m.	Squally - -	W.N.W. 9	½ ebb - -	Loss of bulwarks, &c.; partial.	**2**	Bulwarks, stanchions, sails, and every moveable thing on deck carried away by a heavy sea.	- - -	Stress of weather -	No.

* *See* Foot Note, page 93.

Wrecks and Casualties (otherwise than by Collision) on the West Coast of England, between Hartland Point

NAME OF SHIP. 1.	Port of Registry (if British). 2.	Port Sailed from. 3.	Date of Sailing. 4.	Hour of Sailing. 5.	Weather at Time of Sailing. 6.	Wind at Time of Sailing. 7.	Tide Stream at Time of Sailing. 8.	Port Bound to. 9.	Whether in Ballast or with Cargo. Ballast. 10.	Whether in Ballast or with Cargo. Cargo. 11.	Exact Spot where Casualty happened. 12.	Date of Casualty. 13.
1860—*continued.*												1860.
(127) James Alexander Ship—1039—27. (6 months.)	Liverpool	Liverpool	18 Jan.	8 a.m.	Fine	S.E. 5	Ebb	Calcutta		Salt, and 1 passenger.	3 miles W. of Trevose Head, Cornwall.	22 Jan.
(128) Name unknown Unknown, about 200—say 8. (Not very old.)	American build									Timber	½ mile W.S.W. of Hartland Quay.	23 Jan.
(129) Alma Brigantine—86—5. (20 years.)	Padstow	Neath	25 Jan.	9 a.m.	Fine	N.N.W. 6.	High water	Plymouth		Coals	Newquay, Cornwall.	27 Jan.
(130) Britannia Smack—46—4. (17 years.)	Southampton	Port Madoc	25 Jan.	10 a.m.	Fine	N. 6	High water	Aberdeen		Slate	Doom Bar, Padstow.	31 Jan.
(131) Cezimpra Schooner—89—5. (7 years.)	Falmouth	Swansea	24 Feb.	9 a.m.	Fine	S.S.E. 3	High water	Devoran		Coals	On the rocks at the back of Bude Breakwater.	27 Feb.
(132) Blanch Schooner—73—5. (22 years.)	St. Ives	Portreath	14 Mar.	10 a.m.	Fine	W. 5	High water	Port Talbot		Copper ore	St. Ives Pier Head and Porthminster Beach, Cornwall.	14 Mar.
(133) Clementina Schooner—121—7. (38 years.)	Dartmouth	Brixham	9 Mar.	2 30 p.m.	Fine	N.E. 4	1½ hour flood	Newport		Iron ore	Penalver Rocks, S. side of St. Ives Harbour.	14 Mar.
(134) Hamilton Gray Barque—567—15. (4 years.)	Liverpool	Liverpool	5 April	9 a.m.	Fine	N.E. 4	High water	Eastport, New Brunswick.		Salt	Lat. 50° 33′ N.; Long. 6° 37′ W.	9 April
(135) Mystery Schooner—102—6. (10 years.)	St. Ives	Swansea	19 April	4 30 p.m.	Fine	N.N.E. 5	High water	Smyrna		Coals	On the "O" Rock, near St. Ives Head.	20 April
(136) Alexander Sloop—40—5. (16 years.)	Dublin	Penzance	23 April	8 a.m.	Hazy	W.N.W. 5.	1 hour ebb	Skerries, Dublin.	Ballast		30 yards S.E. of St. Ives Pier.	23 April
(137) Agenoria Schooner—59—4. (34 years.)	Bideford	Bristol	8 May	8 a.m.	Moderate	S.W. 3	High water	Bude		Guano	N. side of the entrance of Bude Harbour.	19 May
(138) Albion Smack—32—3. (33 years.)	Penzance	Newry	20 May	11 a.m.	Fine	S.W. 5	High water	Penzance		Potatoes	Doom Bar, Padstow.	28 May
(139) Jane Owen Schooner—72—5. (6 months.)	Caernarvon	Newcastle	24 May	5 p.m.				Bristol		Coal dross	Lundy Island; bore N.E. by E., 10 miles.	18 June
(140) Gertrude Brigantine—164—8. (22 years.)	Newport	Newport	16 June	4 p.m.	Fine	Variable 1.	High water	Southampton		Coals	Three Stone Ore, S.E., 4 miles near Longships.	19 June
(141) True Blue Schooner—69—5. (22 years.)	Teignmouth	Teignmouth	2 July	5 p.m.	Fine	Calm	High water	Chester		Lead ore	7 miles W. of Trevose Head.	7 July
(142) Alderman Brig—210—8. (15 years.)	Newcastle	Llanelly	19 July	5 p.m.	Fine	N.W. 4	High water	Dieppe		Coals	Doom Bar, Padstow.	21 July
(143) Catherine and Alice. Brigantine—98—6. (11 years.)	Pwllheli	Charleston						Liverpool		Clay	40 miles N.E. of the Land's End.	4 Aug.
(144) Punjaub Barque—304—13. (1 year.)	Sunderland	Port Elizabeth, Cape of Good Hope.						Amsterdam		Wool and hides. 8 passengers.	Seven Stones, Cornwall.	14 Sept.
(145) Maria Smack—32—3. (19 years.)	Padstow	Newport	11 Oct.	4 a.m.	Fine	Calm	High water	Newquay		Coals	Newquay pier, Cornwall.	12 Oct.
(146) Frederick Second Barque—360—12. (1 year.)	Stettin, Prussia	London	10 Nov.	8 p.m.	Fine	E. 6	High water	Cardiff	Ballast		Under Milford Cliff, 3 miles S. of Hartland Point, Cornwall.	13 Nov.
(147) Elizabeth Brig—78—5. (Age unknown.)	Rochelle	Rochelle						Hull		Beans	40 miles W. of Scilly.	26 Nov.
(148) Nugget Brigantine—72—4. (8 years.)	Bideford	St. Ives						Llanelly	Ballast		Doom Bar, Padstow.	31 Dec.

and the Land's End, including the Scilly Islands, during the Five Years ending 1860—*continued.*

Hour of Casualty. 14.	Weather at Time of Casualty. 15.	Wind at Time of Casualty. 16.	Tide at Time of Casualty. 17.	Nature of Casualty, and whether occasioning Total Loss or only partial Damage. 18.	No. of Lives and estimated Value of Property lost. 19.	Circumstances which caused the Casualty. 20.	Was the Vessel driven back; and, if so, how far had she reached Southward or Northward on her Voyage? 21.	State any Particulars that can throw Light on the Cause of the Casualty. 22.	Might the Casualty have been prevented or mitigated by the proposed Works at St. Ives and Padstow? 23.
9 a.m.	- - -	W.N.W. 10	Ebbing -	Stranded; total -	1 13,800 *l.*	In running for Milford, mistook Trevose Head Lights for St. Ann's; became embayed, and was run ashore for safety of life and property.	- - -	Vessel had been steered with difficulty, owing to oscillation of compass.	No.
- -	- - -	S.W. 9 or upwards.	- -	Derelict; total	8	Drifted on shore bottom upwards, and broke up; she is supposed to have been abandoned about 2 or 3 months previously. One body on board.	- - -	- - - - - -	No.
7 p.m.	Rough and stormy.	N. 9	High water -	Stranded; partial -	nil 220 *l.*	Caught in a gale; ran for Newquay, missed the pier, and drove on to rocks.	- - -	Stress of weather - -	Yes; PADSTOW.
0 30 a.m.	Tempestuous -	N.N.W. 9	½ ebb - -	Stranded; total -	nil 510 *l.*	Being embayed, ran for Padstow; and on entering harbour was driven on to bar by ebb tide and eddy wind.	- - -	Stress of weather - -	Yes; PADSTOW.
11 a.m.	Very bad -	N.N.W. 12	4 hours' ebb	Stranded; total -	nil 1,000 *l.*	Being unable to fetch Padstow, or weather Hartland Point, was driven ashore at Bude.	- - -	Stress of weather - -	No.
7 p.m	Storm; heavy sea.	N.N.W. 10	- -	Stranded; partial -	nil	Being unable to weather Land's End, ran for St. Ives, and on entering, struck the ground; anchors let go, but she dragged and went on to the beach.	- - -	Stress of weather - -	Yes; ST. IVES.
7 p.m.	Storm, and heavy sea.	N.N.W. 10	High water -	Stranded; partial -	nil	Bore up for St. Ives, and being unable to enter harbour, anchored outside; subsequently dragged and drove on to rocks.	- - -	Stress of weather - -	Yes; ST. IVES.
7 p.m.	Heavy sea -	W.N.W. 9	- -	Loss of spars, &c.; partial.	nil	Lost masts, yards, sails, &c.; put back to Cork.	- - -	Stress of weather - -	Yes; ST. IVES.*
8 a.m.	Showery -	N.N.E. 5	½ ebb - -	Stranded; total -	nil 1,183 *l.*	Missed stays, and struck upon the rock; filled with water, and drove ashore.	- - -	Approaching too close to St. Ives Head, while lying to in St. Ives Bay.	Force of wind under 9.
11 30 p.m.	Squally - -	N.E. 6	Low water -	Leaky; total -	nil 300 *l.*	Having sprung a leak, ran for St. Ives, and entered at low water; being unmanageable, and no pilot coming off, was run ashore.	- - -	Unknown. The vessel was well found, and there was no reason to suspect defective repairs.	Ditto.
5 p.m.	Fine - -	W. 1	Ebb - -	Stranded; partial -	nil 110 *l.*	Struck, and became unmanageable, owing to a heavy ground sea running; drifted on to beach.	- - -	- - - - -	Ditto.
Noon	- - -	N.W. 10	¼ ebb - -	Stranded; partial -	nil 100 *l.*	Struck on bar when running for Padstow Harbour.	- - -	Stress of weather - -	Yes; PADSTOW.
3 p.m.	Thick, with rain	Unknown 4.	High water -	Spontaneous ignition of cargo; partial.	nil 100 *l.*	Ceiling, keelson, &c., much damaged; was towed to Bristol, and fire extinguished there.	- - -	- - - - -	Force of wind under 9.
8 a.m.	Fresh and hazy	S.S.E. 5	½ ebb - -	Leaky; partial -	nil	Sprung a leak off Lundy; abandoned by crew; subsequently taken into St. Ives.	- - -	- - - - -	Ditto.
2 30 a.m.	Fine - -	S.E. 4	Low water -	Foundered; total -	nil 400 *l.*	Sprung a leak and sunk	- - -	Supposed to have started a butt.	Ditto.
6 40 p.m.	- - -	N.W. by N. 9 or upwards.	- -	Stranded; partial -	nil	Lost foretopmast and gear in a squall; put back to Padstow, and struck on the bar in entering.	- - -	Pilot said to be in error; pilot subsequently justified his conduct.	Yes; PADSTOW.
- -	Fine - -	S.W. 7 or 8	Ebb - -	Dismasted; partial	nil 20 *l.*	Foretopmast, foretopmast head, and jib-boom carried away in a squall; sails split, &c.	- - -	- - - - -	Force of wind under 9.
3 a.m.	Very hazy, with rain.	W. 8	½ flood -	Stranded; total -	1	Struck on the stones, filled, and sunk.	- - -	- - - - -	Ditto.
4 a.m.	Rough - -	N.N.E. 6	High water -	Stranded; partial -	nil 100 *l.*	Ran for harbour, and mistaking the narrow entrance got on to the rocks.	- - -	Very dark night and a strong breeze on land; no light on pier.	Ditto.
8 p.m.	Very thick -	N.W. nearly calm.	2 hours' ebb	Stranded; total -	nil 3,000 *l.*	Refused to answer her helm, and struck upon the rock; lead not kept going.	- - -	Neglect of lead - -	Ditto.
- -	- - -	N.E. 10	- -	Dismasted; partial	nil 28 *l.*	Lost masts and sprung a leak; put into Scilly to discharge.	- - -	- - - - -	No.
- -	- - -	W.S.W. 10	- -	Stranded; total -	nil	- - - - -	- - -	- - - - -	Yes; PADSTOW.

* *See* Foot Note, page 93.

CHART TO ACCOMPANY BOARD OF TRADE MEMORANDUM ON HARBOURS OF REFUGE 1861.
WRECK CHART
OF THE
BRITISH ISLES
FOR THE YEARS
1850 TO 1860 INCLUSIVE
COMPILED FROM THE
ADMIRALTY AND
BOARD OF TRADE REGISTERS,
SHEWING EVERY CASUALTY (EXCLUDING COLLISIONS) ATTENDED WITH LOSS OF LIFE, DISTINGUISHING THE NUMBER OF LIVES LOST, AND THE DIRECTION OF THE WIND IN EACH CASE.
Shewing also the present Life Boat and Rocket and Mortar Stations.
SYMBOLS.
Signifies Total Loss of Vessel
Partial Loss
The figures inside the Diamonds denote the number of Lives lost in each case e.g. a total Wreck with loss of 5 Lives.
The side of the symbol is thickened to shew the direction of the wind at the time of the Casualty, e.g.
Signifies North Wind
East Wind
North East Wind
South West Wind
and so on.
Apparatus for Saving Life.
Life Boat Station.
Rocket Station.
Mortar Station.
SHETLAND ISLANDS
ORKNEY ISLANDS
PENTLAND FIRTH
MORAY FIRTH
WESTERN HEBRIDES
SUTHERLAND
CAITHNESS
ROSS
INVERNESS
ARGYLE
ABERDEEN
BANFF
KINCARDINE
MONTROSE
PERTH
FIFE
EDINBRO
HADDINGTON
BERWICK
RENFREW
GLASGOW
EDINBURGH
AYR
DUMFRIES
KIRCUDBRIGHT
NORTHUMBERLAND
CUMBERLAND
DURHAM
DONEGAL
DERRY
ANTRIM
DOWN
N.
E
S
NW
NE
SW
SE

Scale of Nautic Miles.

0 5 10 20 30 40 50 60 70 80 90 100

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TABLE XIII.

WRECKS AND CASUALTIES

(OTHERWISE THAN BY COLLISION)

ATTENDED WITH LOSS OF LIFE

ON

THE COASTS OF THE UNITED KINGDOM

During the Eleven Years ended 31st December 1860.

GEOGRAPHICALLY ARRANGED.

(*Compiled from the Board of Trade Wreck Register.*)

TABLE XIII.

LIST of WRECKS and CASUALTIES (exclusive of COLLISIONS), occasioning Loss of LIFE, that have happened on the COASTS of the UNITED KINGDOM during the Eleven Years ended 31st December 1860, showing the Name, Rig, and Tonnage of each Ship; the Number of Hands Employed and the Number Lost, in each Case; the Direction and Force of the Wind at the Time of each Casualty; and the Date When and Place Where each Casualty happened.*—Geographically arranged. (Compiled from the Board of Trade Wreck Register).

ENGLAND.

DATE.	Name of Ship, and Age when known.	Description of Vessel.	Tons.	Men.	Cargo.	Nature of Casualty, and whether Total Loss or Partial Damage.	No. of Lives Lost.	Wind. Direction.	Wind. Force.	PLACE.
					St. Abb's Head to the Farn Islands. (1.)					
9 Jan. 1851	Lady Panmure	schooner	–	5	unknown	foundered; total	4 suppd	N.N.W.	9	Between Farn Islands and Megstone Rocks.
26 Sept. ,,	Falcon, 15 years	brig	131	8	wheat	foundered; total	8	N.E.	10	Emanuel Head.
28 Oct. 1852	Elliott	unknown	–	6 suppd	unknown	foundered; total	6	–	–	Holy Island.
23 Feb. 1853	Janet Johnston	sloop	46	3	wheat	stranded; total	2	N.	10	Holy Island.
5 Jan. 1854	Lancaster	schooner	82	5	general	stranded; partial	1	E.S.E.	10	South of Holy Island Harbour.
8 Jan. ,,	Zephyr	brig	237	10	ballast	stranded; partial	4	E.	9	Berwick.
17 Oct. ,,	Eliza and Mary	schooner	71	5	wheat	foundered; total	5	N.E.	11	Berwick Bay.
11 Feb. 1858	Colony, 7 years	brig	145	6	coals	leaky; partial	1	E.S.E.	6	Milltown Bay, Berwick.
5 Nov. ,,	Albion'sDelight,2yrs.	lugger	20	7	ballast	foundered; total	7	E.N.E.	9	15 miles off Burnmouth.
26 Oct. 1859	Geo.Boutiland,12yrs.	schooner	40	2	unknown	stranded; total	2	E.N.E.	10	Needle Eye, near Berwick.
24 Dec. ,,	Countess Cawdor	brig	125	8	pig iron	stranded; total	8	S. by E.	6	Newton Rocks,nearBerwick.
26 Jan. 1860	O	barque	415	16	coals	stranded; total	1	E.S.E.	7	N.E. side of Holy Island.
3 Oct. ,,	Margaret Lang	sloop	42	3	coals	foundered; total	3	S.W.	12	Between Warkworth and Dunbar.

				Cargo.	Ballast.	Unknown.	Total.	Partial.	
TOTAL	13	1,354	84	8	2	3	10	3	52

					Farn Islands to Whitburn. (2.)					
30 Mar. 1850	Frou Anna, 19 years	galliot	48	4	oilcake	stranded; total	1	S.E.	10	Coquet Lighthouse.
9 Jan. 1851	Unknown	schooner	–	3	unknown	foundered; total	3	N.W.	–	Near Farn Islands.
28 Oct. 1852	Manley, 11 years	schooner	70	5	grain	foundered; total	5	E.	10	Rock End, Bamborough.
28 Oct. ,,	Carl Gustav	schooner	–	7 suppd	coals	foundered; total	7	E.S.E.	10	Two miles S. of Blyth.
28 Oct. ,,	Fancy Lass, 19 years	schooner	83	6	coals	stranded; total	6	E.	–	Souter Point.
28 Oct. ,,	MarieElizabeth,4 yrs.	barque	288	12	general	stranded; partial	6	E.N.E.	7	Herd Sand.
12 Dec. ,,	Jane & Elizabeth,1 yr.	barque	316	13	coals	stranded; partial	2	–	–	Shields.
23 Feb. 1853	Sir W. Wallace	schooner	165	7	coals, and 2 passengers.	stranded; partial	9	N.N.E.	8	Herd Sand.
26 Feb. ,,	Nisus	schooner	71	4	iron	stranded; total	3	E.N.E.	10	N. Sunderland.
26 Sept. ,,	Success	smack	40	3	coals	stranded; total	1	N.N.E.	10	Farn Islands.
3 Jan. 1854	W. M.	schooner	–	4	unknown	stranded; total	4	E.	10	Coquet Island.
4 Jan. ,,	Eliza	schooner	–	4	unknown	stranded; total	4	S.E.	6	Tynemouth Bar.
4 Jan. ,,	Union	schooner	–	4	unknown	capsized; total	4	S.E.	8	Herd Sand.
5 Jan. ,,	Hannah	brig	266	10	coals	stranded; total	1	E.N.E.	10	Tynemouth Rocks.
6 Jan. ,,	Minerva	schooner	–	4	unknown	abandoned; partial	4	N.E.	10	Souter Point.
7 Jan. ,,	Embla	brig	200	13	salt	stranded; total	13	E.	11	Lyne Banks, Blyth.
9 Jan. ,,	Catherine Maria	galliot	90	6	ballast	stranded; total	6	E.N.E.	10	Druridge, near Cresswell.
9 Jan. ,,	Name unknown	schooner	–	4	unknown	stranded; partial	3	S.E.	10	Herd Sand.
23 Nov. ,,	Margaret Campbell	sloop	60	4	coals	foundered; total	4	E.	10	Newbiggin.
15 Mar. 1855	Thomas and Mary	sloop	20	2	ironstone	stranded; total	2	S.S.E.	6	Tynemouth Light.
24 Nov. ,,	British Tar	brig	383	16	coals	stranded; partial	1	N.E.byE.	8	Shields Bar.
18 Dec. ,,	London	schooner	–	5	wheat	abandoned; total	1	W.	10	Farn Islands.
26 Dec. 1856	Flying Dutchman	brig	166	8	coals	foundered; total	8	N.E.	12	Big Farn Islands.
4 Jan. 1857	Harmonie, 14 years	barque	410	13	salt	stranded; total	1	E.	7	Bamborough Castle.
4 Jan. ,,	Epsilon	brig	210	8	coals	stranded; total	8	E.	9	Dunstanborough Castle, 1 m. S.
4 Jan. ,,	Aurora, 3 years	sloop	51	4	linseed	capsized; partial	4	E.N.E.	11	Souter Point.
4 Jan. ,,	Enterprise	schooner	106	7	coals	stranded; total	7	E.	10	Newbiggin.
4 Jan. ,,	Reform	schooner	90	5	iron	foundered; total	5	E.N.E.	9	Cullercoats.
9 Jan. ,,	Sarah & Ellen,17 yrs.	brig	195	7	ballast	stranded; partial	1	E.	12	Herd Sand.
14 Jan. ,,	Aerial, 14 years	brig	280	11	timber	abandoned; partial	11	–	10	Near the Tyne.
20 Feb. 1857	Prince Phillipe, 7 yrs.	barque	223	10	coals	explosion; partial	1	–	–	Shields.
1 Mar. 1858	Nairns, 16 years	brig	264	9	coals	stranded; total	7	E.	10	Amble.
3 Mar. ,,	Strive, 7 years	brig	180	7	stone	foundered; total	7	E.	10	Farn Islands.
29 Jan. 1859	Gleaner, 3 years	S. S.	9	7	ballast	foundered; total	1	W.S.W.	6	Camboise River.
14 Mar. ,,	George	schooner	110	5	ballast	stranded; total	4	E.N.E.	6	Pier-end, Shields.
26 Oct. ,,	Agnes, 21 years	schooner	80	4	coals	stranded; total	1	N.N.E.	10	Beadnell Point.
26 Oct. ,,	Forth, 33 years	schooner	91	5	lime	burned; partial	1	E.S.E.	8	Farn Islands.
3 Oct. 1860	Industry	pilot boat	say 10	2	ballast	foundered; total	2	N.W.	12	Between Shields Bar and Trow Rocks.

				Cargo.	Ballast.	Unknown.	Total.	Partial.	
TOTAL	38	4,575	252	27	5	6	27	11	159

* For a summary of this Table, *see* Table 8.

Wrecks and Casualties (exclusive of Collisions) occasioning Loss of Life, 1850 to 1860—England—*continued.*

DATE.	Name of Ship, and Age when known.	Description of Vessel.	Tons.	Men.	Cargo.	Nature of Casualty, and whether Total Loss or Partial Damage.	No. of Lives Lost.	Wind.		PLACE.
								Direction.	Force.	
					Whitburn to Huntley Foot. (3.)					
30 Jan. 1850	Emmus	-	-	3 suppd	unknown	stranded; partial	3	unknown	-	Sunderland.
24 Sept. 1851	Rosseau, 18 years	brig	145	7	coals	stranded; total	2	N.N.E.	10	Long Scar Rocks.
25 Sept. ,,	Napoleon, 16 years	sloop	30	10	fish	stranded; total	1	N.E.	11	Saltburn.
26 Sept. ,,	Unknown	brig	-	8	unknown	stranded; partial	5	-	-	Long Scar Rocks.
26 Sept. ,,	Unknown	schooner	-	unk.	unknown	stranded; total	unk.	-	-	Long Scar Rocks.
19 Feb. 1852	Providence, 15 years.	brig	268	9	salt	stranded; total	8	N.	9	Tees, South Gare.
16 Oct. ,,	Coble	-	-	3	ballast	capsized; total	1	-	-	Sunderland.
27 Oct. ,,	Napoleon, 8 years	brig	175	7	ballast	foundered; total	5	E.	10	Sunderland.
27 Oct. ,,	Mélancholie	lugger	76	6	coals	foundered; total	6	E.	10	Sunderland.
28 Oct. ,,	Amulet	brig	168	7	coals	stranded; total	7	E. by S.	9	Seaton.
28 Oct. ,,	Northam, 5 years	brig	240	9	coals	stranded; total	2	E. by N.	9	Long Scar Rocks.
28 Oct. ,,	Wensleydale, 16 years.	brig	245	9	coals	stranded; total	7	E. by N.	9	Long Scar Rocks.
28 Oct. ,,	Brilliant	brig	-	8	unknown	foundered; total	6	-	-	Hartlepool.
28 Oct. ,,	Name unknown	galliot	-	5	unknown	foundered; total	5	-	-	Hartlepool.
28 Oct. ,,	Name unknown	-	-	6	unknown	foundered; total	6	-	-	Hartlepool.
1 Nov. ,,	Name unknown	brig	250	10	unknown	stranded; total	10	E.N.E.	10	Redcar Rocks.
14 July 1853	Sisters	-	-	3	unknown	stranded; partial	1	E.N.E.	9	Hartlepool.
4 Jan. 1854	Dapper	brig	209	8	coals	stranded; total	6	E.S.E.	9	Heugh Rocks, Hartlepool.
8 Jan. ,,	Traveller	brig	260	9	ballast	stranded; partial	3	E.S.E.	10	Sunderland.
9 Jan. ,,	Montezuma	schooner	-	4	unknown	stranded; total	4	N.E.	11	Seaton House Rocks.
15 Nov. ,,	Victoria	schooner	115	6	ballast	stranded; total	1	S.E.	10	Sunderland.
22 Nov. ,,	Mary Graham	barque	464	24	coals	stranded; total	23	E.	10	Sunderland.
24 Nov. ,,	Bayadere	schooner	73	5	coals	foundered; total	5	E.	9	Near Hartlepool.
25 Nov. ,,	Marie	galliot	99	5	ballast	stranded; total	5	N.E.	9	Heugh Rocks, Hartlepool.
30 Oct. 1855	Walborg	schooner	74	5	oats	foundered; total	5	E.N.E.	9	1 mile North of Redcar.
5 Apr. 1856	William	coble	20	6	ballast	foundered; total	1	S.E.	6	Sunderland.
8 July ,,	Brothers	coble	7	3	fish	stranded; total	1	N.N.E.	9	Redcar.
4 Jan. 1857	William Alexander	brig	191	7	coals	stranded; total	7	E. by N.	10	Tees.
4 Jan. ,,	Mary, 15 years	schooner	231	7	ballast	stranded; total	2	E.N.E.	10	1½ miles north of Hartlepool.
4 Jan. ,,	Duke, 15 years	brig	134	6	coals	stranded; partial	1	E.N.E.	10	Middleton Sands.
4 Jan. ,,	Empress, 15 years	brig	287	10	ballast	stranded; total	6	E.N.E.	10	Long Scar Rocks.
4 Jan. ,,	Era, 16 years	brig	192	9	ballast	stranded; partial	1	E. by N.	10	Castle Eden.
4 Jan. ,,	Unknown	schooner	102	5	ballast	stranded; total	5	E.	10	Long Scar Rocks.
4 Jan. ,,	Unknown	schooner	100	5 suppd	unknown	foundered; total	5	E.	10	Long Scar Rocks.
4 Jan. ,,	Honor, 53 years	brig	154	7 suppd	ballast	stranded; total	7	E.N.E.	10	Hartlepool, 1½ miles.
4 Jan. ,,	John Baker, 40 years.	brig	123	7	ballast	stranded; total	7	E. by N.	10	Tees.
26 Jan. ,,	St. Lawrence, 37 years.	brig	277	10	salt	stranded; total	10	N.E. by N.	8	Hartlepool Heugh.
26 Mar. ,,	Unknown	galliot	100	5	ballast	stranded; total	5	E.S.E.	5	Hartlepool Light.
20 Jan. 1858	Merchant, 21 years	brig	308	11	coals	stranded; total	11 and pilot.	N.N.E.	11	Between Shields and Redcar.
7 Mar. ,,	George and Elizabeth, 8 years.	smack	40	4	potatoes	dismasted; partial	1	N.N.W.	9	20 miles north of Whitby.
24 Apr. ,,	Pilot coble	coble	5	2	ballast	capsized; total	2	N.N.W.	var.	Upgang Rock, Hartlepool.
24 July ,,	Ivy, 22 years	ketch	63	2	ironstone	foundered; total	1	S.S.E.	5	Between Seaham and Hartlepool.
30 Mar. 1859	Robert and Margaret, 23 years.	brig	241	9	ballast	stranded; partial	1	N. by E.	5	Sunderland Bar.
25 Apr. ,,	Sophie, 6 years.	schooner	73	5	deals	leaky; partial	1	E.S.E.	9	North Sea, near Hartlepool.
26 Oct. ,,	Hills	schooner	45	3	ballast	stranded; total	2	E.S.E.	9	Hartlepool.
28 May 1860	Robert and Mary	S. S.	-	4	tug	stranded; total	4	S.E. to N.E.	11	Blackhalls.
28 May ,,	Jane Greene	barque	417	12	ballast	stranded; total	7	N.E. to S.E.	11	Innis Point, ¾ mile N. of Blackhalls.
28 May ,,	Odd Fellow	sloop	48	3	timber	loss of sails; partial	1	N.E.	12	Huntley Foot.
28 May ,,	Corra Linn	schooner	66	4	guano	stranded; partial	4	N.E.	12	1 mile from Tees Bar.
11 Dec. ,,	George and Mary, 6 years.	coble	2	6	ballast	stranded; total	1	N.N.E.	5	South Pier Head, Sunderland.

			Cargo.	Ballast.	Unknown	Total.	Partial	
TOTAL	50	6,117	328	21	19	10	39	11	222

Wrecks and Casualties (exclusive of Collisions) occasioning Loss of Life, 1850 to 1860—England—*continued.*

DATE.	Name of Ship, and Age, when known.	Description of Vessel.	Tons.	Men.	Cargo.	Nature of Casualty, and whether Total Loss or Partial Damage.	No. of Lives Lost.	Wind. Direction.	Wind. Force.	PLACE.
					Huntley Foot to Flamboro' Head. (4.)					
27 Oct. 1850	Celerity	- -	-	2	unknown	foundered; total	2	–	8	Flamboro' Head.
26 Nov. ,,	Merchant	brig	82	5	coals	stranded; total	5	E.N.E.	11	Saltwich.
4 June 1851	Mary Ann, 4 years	sloop	50	3	ironstone	leaky; partial	2	N.	8	2 miles N. of Whitby.
25 Sept. ,,	Unknown	- -	–	–	fruit	stranded; total	unk.	–	–	S. of Whitby.
25 Sept. ,,	Wellington	- -	–	unk.	unknown	dismasted; partial	1	–	–	Flamboro' Head.
25 Sept. ,,	Charles and William	sloop	54	4	wheat	stranded; total	3	N.E.	11	Between Flamboro' Head and Scarboro'.
25 Sept. ,,	Brothers	sloop	51	3	wheat	stranded; total	3	N.E.	11	- - - ditto.
25 Sept. ,,	Rose in June	sloop	36	3	fruit	stranded; total	3	N.E.	11	- - - ditto.
25 Sept. ,,	Utilus	sloop	–	4	wheat	stranded; total	3	N.E.	11	- - - ditto.
25 Sept. ,,	New Good Intent, 15 years.	sloop	–	4	wheat	stranded; total	3	N.E.	11	- - - ditto.
26 Sept. ,,	St. Catherine	brig	196	8	deals	abandoned; partial	1	–	–	Flamboro' Head.
27 Sept. ,,	Monarch	- -	–	unk.	unknown	abandoned; partial	1	–	–	Robin Hood's Bay.
28 Sept. ,,	Triton	- -	6	unk.	unknown	stranded; total	6	–	–	Kettleness.
28 Oct. 1852	Acorn	schooner	50	4	ballast	capsized; total	4	E.	–	Near Whitby.
28 Oct. ,,	Avon	- -	–	6	unknown	foundered; total	6	–	–	Sandsend, Whitby.
29 Oct. ,,	Concord	brig	167	7	timber	abandoned; partial	5	S.E.	9	Scarboro'.
18 Dec. ,,	Thomas	sloop	4	3	coals	leaky; partial	1	S.S.W.	7	Flamboro' Head.
25 Dec. ,,	Haggerstone	S. S.	229	20	general	foundered; total	15	W.S.W.	–	Near Filey.
27 Dec. ,,	Magdalene	brig	277	9	coals	foundered; total	2	S.S.W.	10	Whitby and Huntley Foot.
14 July 1853	Lady Strathmore	S. S.	–	15	coals	foundered; total	3	N.E.	10	Whitby.
1 Nov. ,,	Firefly	schooner	–	5	unknown	stranded; total	1	–	–	Scarboro'.
18 Oct. 1854	Emporium	barque	350	12	timber	stranded; total	4	N.E.	10	Robin Hood's Bay.
21 Oct. ,,	Tutelina	sloop	25	2	coals	stranded; total	2	N.N.W.	–	Whitby.
31 Oct. 1855	Munder	sloop	45	6	general	stranded; partial	3	E.N.E.	10	Whitby.
31 Oct. ,,	Hannah	sloop	53	3	oil cake and 2 passengers.	capsized; partial	5	N.E.	9	Whitby.
26 Apr. 1856	Eugénie, 14 years	schooner	150	5	coals	foundered; total	4	N.E.	6	15 miles from Whitby.
8 Sept. ,,	Anne	sloop	15	2	coals	stranded; total	1	W.N.W.	5	Whitby Pier.
4 Jan. 1857	Wilson's, 28 years	brig	227	9	coals	stranded; total	1	E.	10	Scarboro'.
4 Jan. ,,	Mary and Ann, 20 years.	schooner	10	4	coals	foundered; total	4	E.N.E.	9	Robin Hood's Bay.
4 Jan. ,,	Peter and Mary	schooner	78	4	coals	foundered; total	4	E.N.E.	11	Runswick Bay.
4 Jan. ,,	Amelia	brig	237	10	coals	foundered; total	10	E.N.E.	11	Runswick Bay.
6 Jan. ,,	Samuel Cunard, 17 years.	barque	206	10	timber	stranded; total	1	E.	11	Scarboro'.
6 Mar. 1858	Competitor, 17 years	brigantº	104	6	iron	leaky; partial	1	W.N.W.	9	7 miles W. of Scarboro'.
24 Jan. 1859	Augusta, 20 years	brig	83	5	barley	damaged; partial	1	W.S.W.	10	Between Newburgh and Whitby.
28 May 1860	Aurora, 13 years	sloop	50	4	wheat	loss of sails; partial	1	N.N.E.	10	Whitby.
24 Sept. ,,	Five Sisters, 35 years	schooner	100	5	coals	foundered; total	5	- unknown -		Between Scarboro' and Flamboro' Head.

				Cargo.	Ballast.	Unknown.	Total.	Partial.		
TOTAL - - -	36	2,975	192	29	1	6	25	11	117	

					Flamboro' Head to Spurn Head. (5.)					
24 Oct. 1850	Cumberland, 15 yrs.	brig	270	10	general	stranded; total	1	S.E. by S.	8	2 miles N. of Spurn.
26 Sept. 1851	Unknown	brig	200	8	unknown	foundered; total	6	–	–	Spurn N. by S. 40 miles.
28 Oct. 1852	Louisa, 35 years	brig	137	6	coals	stranded; total	Suppa 1	E.N.E.	9	Withernsea.
27 Dec. ,,	Omega	schooner	37	3	coals	stranded; total	3	W.S.W.	11	Bridlington.
10 May 1853	Prince	billyboy	60	3	timber	foundered; total	3	–	–	15 miles S. of Bridlington.
20 Jan. 1854	Einpacht	galliot	20	3	unknown	stranded; total	2	E.	8	Grimstone Garth.
15 Mar. ,,	Sovereign	smack	43	6	fish	stranded; total	5	S.	10	Between Withernsea and Holmpton.
15 Oct. ,,	Isle of Thanet	S. S.	117	14	coals	foundered; total	3	–	–	Spurn Light.
4 Jan. 1857	Marys, 17 years	schooner	127	6	coals	leaky; partial	1	E.	9	Hornsea.
4 Jan. ,,	Perseverance	brig	299	11	coals	stranded; total	4	E. by N.	11	Kilnsea Beach.
21 Mar. ,,	Venus	schooner	90	5	ballast	foundered; total	5	E.N.E.	9	Bridlington.
3 Feb. 1859	Governor, 36 years	sloop	85	5	coals	damage; partial	1	N.N.W.	9	20 miles E. of Spurn.
14 Apr. ,,	Beta, 13 years	schooner	57	4	fuel	foundered; total	4	N.E.	9	Spurn.
15 Apr. ,,	Hope, 25 years	schooner	86	4	coals	stranded; total	1	N.E.	9	Waxholme.
21 Oct. ,,	Active	schooner	134	7	coals	foundered; total	3	W.	8	12 miles E.S.E. of Flamboro' Head.
26 Oct. ,,	Enterprise, 24 years	sloop	36	3	rails	stranded; partial	1	E.S.E.	10	Off Ulrome.
26 Oct. ,,	Benjamin, 58 years	brig	116	4	coals	foundered; total	4	E.S.E.	9	Bridlington.
26 Oct. ,,	Capital, 12 years	sloop	46	3	bricks, 7 passengers.	stranded; total	10	S.E.	11	Between Holmpton and Withernsea.
26 Oct. ,,	James and Francis, 40 years.	sloop	37	3	wheat, 7 passengers.	foundered; total	10	- unknown -		Bridlington.
18 Oct. 1860	Valiant, 35 years	brig	194	10	coals	foundered; total	9	- unknown -		20 miles E. by N. of the Humber.

				Cargo.	Ballast.	Unknown.	Total.	Partial.		
TOTAL - - -	20	2,191	118	17	1	2	17	3	77	

Wrecks and Casualties (exclusive of Collisions) occasioning Loss of Life, 1850 to 1860—England—*continued.*

DATE.	Name of Ship, and Age when known.	Description of Vessel.	Tons.	Men.	Cargo.	Nature of Casualty, and whether Total Loss or Partial Damage.	No. of Lives Lost.	Wind. Direction.	Wind. Force.	PLACE.
					Spurn Head to Cromer. (6.)					
30 Jan. 1850	Sarah	sloop	–	3	unknown	drifted; partial	3	–	–	Wells.
25 Sept. 1851	Madeira	sloop	–	3	unknown	foundered; total	3	–	–	Off Cromer.
26 Sept. ,,	Unknown (French)	brig	–	unk.	unknown	foundered; total	unk.	...	–	Humber.
26 Sept. ,,	Unknown	galliot	–	unk.	unknown	foundered; total	unk.	–	–	Sand Hale, Grimsby.
26 Sept. ,,	Venus	schooner	–	4	unknown	foundered; total	4	–	–	10 miles North of the Dudgeon.
26 Sept. ,,	Unknown	brig	–	10	unknown	foundered; total	10	–	–	Lyn Deeps.
26 Sept. ,,	Unknown	sloop	–	3	unknown	foundered; total	3	N.W.	–	7 miles from Cromer.
9 Jan. 1852	Venelia, 24 years	brig	23	7	coals	stranded; total	3	S.S.E.	10	Skegness.
24 Jan. ,,	Guide	–	–	unk.	unknown	foundered; total	unk.	–	–	Cromer.
30 Oct. ,,	Two Brothers	schooner	91	4	wheat	leaky; partial	1	–	–	Grimsby.
27 Dec. ,,	Maria, 45 years	brig	251	10	coals	abandoned; total	11	S.S.W.	11	Between Shields and London.
27 Dec. ,,	Maria, 43 years	brig	257	9	coals	foundered; total	8	S.	9	Between Newcastle and London.
29 Dec. ,,	Prince of Wales	billyboy	–	3	oak	capsized; partial	3	–	11	Grimsby.
17 Jan. 1853	Baronet	brig	–	8	unknown	abandoned; total	1	–	–	Between Gothenburgh and Hull.
11 Mar. ,,	George Bolton	S. S.	70	6	fish	explosion; total	2	–	4	Spurn Light Ship, S.S.W. 3 miles.
23 Mar. ,,	Newcastle	brig	238	8	coals	foundered; total	8	N.E.	8	Off Cromer.
3 Sept. ,,	Freedom	fishing smack.	–	3	unknown	stranded; total	3	–	–	Binks, Humber.
26 Sept. ,,	Rover	schooner	–	3	unknown	stranded; total	3	N.W.	11	Longsand, Lynn Deeps.
26 Sept. ,,	John and Hannah's Endeavour.	billyboy	70	3	wheat	stranded; total	3	N.W.	11	Blakeney.
1 Jan. 1854	Martha Annette	–	–	unk.	unknown	stranded; total	1	N.W.	6	Near the Humber.
4 Jan. ,,	Minerva	schooner	89	5	ballast	stranded; total	5	E.S.E.	10	Thornam Main, Norfolk.
4 Jan. ,,	Agatha	schooner	–	7	iron	stranded; total	9	E.S.E.	11	Binks Sand, Humber.
19 Mar. ,,	Liberal	schooner	49	3	coals	foundered; total	3	S.E.	–	Skegness.
18 Oct. ,,	Happy Return	lugger	–	11	fishing	foundered; total	11	N.E.	10	Near the Dudgeon.
18 Oct. ,,	Freedom	brig	–	8	unknown	stranded; total	1	N.E.	10	Sutton.
18 Oct. ,,	Charlotte	yacht	30	4	barley	stranded; total	2	N.E.	10	Marsh Chapel, Tetney Haven.
19 Oct. ,,	Tarranger	schooner	–	5	unknown	waterlogged; partial	5	N.E.	10	Sand Hale, North Somercotes.
6 Dec. ,,	London	barque	338	36	coals	stranded; total	14	W.N.W.	7	Burnham Flats.
23 Mar. 1855	De Jonse Cormalia	schooner	–	5	unknown	abandoned; total	5	–	–	30 miles N.W. of Lowestoft.
19 Nov. ,,	Zabina	schooner	75	5	iron	stranded; partial	2	E.S.E.	9	Inner Binks, Humber.
4 Jan. 1857	Zolievied	barque	300	13	ballast	stranded; partial	10	E.N.E.	10	Theddlethorpe.
4 Jan. ,,	Fifteen	brig	216	8	ballast	stranded; partial	1	E. by N.	10	Grainthorpe.
5 Jan. ,,	Zorgalia	barque	300	13	ballast	stranded; total	10	N.E.	11	Mablethorpe.
5 Jan. ,,	Elizabeth, 14 years	sloop	44	3	wheat	stranded; partial	2	E.N.E.	8	Ingoldmells.
28 Oct. ,,	De Jongs	galliot	30	5	fishing	dismasted; partial	5	S.S.W.	4	Ingoldmells.
20 Jan. 1858	Hilda	brig	250	9	barley	dismasted; partial	1	N.N.E.	11	Off the Dudgeon.
2 Oct. ,,	Devon, 18 years	brig	151	6	coals	foundered; total	1	W.	8	5 miles East of the Dudgeon.
5 Nov. ,,	Albion, 20 years	billyboy	54	3	linseed; five passengers.	stranded; total	1	N.N.E.	10	High Sand Wells.
5 Nov. ,,	York Merchant, 37 years.	billyboy	48	3	shingle; three passengers.	stranded; total	6	N.N.E.	11	Mablethorpe.
9 Nov. 1859	Four Brothers	ketch	22	3	oil	capsized; total	2	N.N.W.	8	9 miles N.N.E. of the Dudgeon.
1 Dec. ,,	Expert, 38 years	galliot	43	4	barley	stranded; total	4	N.E.	6	Near Wells.
20 Dec. ,,	Providence, 16 yrs.	sloop	43	3	shot	stranded; total	1	S.W.	9	Near Saltfleet.
28 May 1860	Calla, 20 years	brig	179	8	coals	foundered; total	7	W.N.W.	4	15 miles S.E. of the Dudgeon.
24 Sept. ,,	Seaflower, 16 years	sloop	12	4	fishing	foundered; total	4	N.E.	10	1½ mile N.E. of Wells Harbour.
17 Nov. ,,	Mary Bolland, 2 yrs.	schooner	99	5	coals	stranded; total	2	N.E.	9	Blakeney Beach, Norfolk.

				Cargo.	Ballast.	Unknown.	Total.	Partial.	
TOTAL	45	3,372	266	26	4	15	35	10	184

					Gromer to Caistor. (7.)					
7 Oct. 1850	Unknown	–	250	8 supp^{d}	unknown	stranded; total	8	–	–	Leman and Ower.
7 Oct. ,,	Unknown	–	250	8 supp^{d}	unknown	stranded; total	8	–	–	Leman and Ower.
5 Feb. 1851	Grace	–	–	–	unknown	foundered; total	unk.	–	–	Trimingham.
26 Sept. ,,	Seven Brothers	–	–	13	unknown	stranded; total	10	–	–	Leman and Ower.
26 Sept. ,,	Arthur	–	–	unk.	unknown	abandoned; total	1	–	–	Leman Sand.

Wrecks and Casualties (exclusive of Collisions) occasioning Loss of Life, 1850 to 1860—England—*continued.*

DATE.	Name of Ship, and Age when known.	Description of Vessel.	Tons.	Men.	Cargo.	Nature of Casualty, and whether Total Loss or Partial Damage.	No. of Lives Lost.	Wind. Direction.	Wind. Force.	PLACE.
					Cromer to Caistor. **(7.)—continued.**					
27 Oct. 1852	Amelia, 11 years	schooner	152	6	fruit	abandoned; total	1	—	–	Hasboro' Sand.
25 Apr. 1853	Olive Branch	brig	396	12	coals	foundered; total	12	N.E.	10	Hasboro' Sand.
17 May ,,	Saint Tudno	brig	250	10	coals	stranded; total	10	–	10	Hasboro' Sand.
23 June ,,	Clementine	brig	159	9	coals	foundered; total	6	N.N.E.	7	Latitude, 53°; longitude, 2° 27′ E.
22 Apr. 1854	Albertina	brig	–	13	timber	stranded; total	6	N.E.	8	Hasboro' Sand.
17 Nov. ,,	Oxefia	barque	500	13	timber	stranded; total	12	E.	10	Hasboro' Sand.
4 Dec. ,,	Rovigno	barque	600	17	linseed	foundered; total	16	W.N.W.	7	Near Hasboro' Sand.
24 Jan. 1855	Resolution	brig	167	7	coals	stranded; total	1	N.E.	8	Winterton Beach.
30 Jan. ,,	Stranger	brig	200	8	coals	stranded; total	6	E.	9	Barber Sand.
10 Feb. ,,	Ann Moore	brig	238	9	coals	stranded; total	2	E.N.E.	9	Caistor Sands.
21 Nov. ,,	Maagen	schooner	–	5	unknown	stranded; total	1	—	–	Leman Sand.
16 Apr. 1856	Hope	schooner	40	3	timber	foundered; total	3	N.E.	8	Trimingham.
16 Apr. ,,	Unknown	schooner	70	3	waggons	foundered; total	3	N.E.	–	Happisburgh.
11 Oct. 1857	Ontario, 8 years	ship	749	24	coals	stranded; total	23	N.E.	10	Barber Sand.
23 Oct. ,,	Betsey	schooner	90	4	unknown	stranded; total	4	N.E.	10	Palling.
8 Mar. 1858	Spec, 18 years	schooner	108	6	coals	dismasted; partial	1	N.W.	11	Hasboro' Light.
8 Mar. ,,	Jane	schooner	97	5	coals	stranded; total	5	W.N.W.	11	Mundesley.
19 Oct. ,,	Kingston, 8 years	sloop	80	3	coals; one passenger.	stranded; total	4	E.	9	3 miles south of Palling.
25 Nov. 1859	Gratitude, 14 years	smack	30	5	ballast	foundered; total	1	S.S.E.	6	Hasboro' Sand.
30 Dec. ,,	Standard, 20 years	barque	314	11	coals	loss of sails; partial	1	W.N.W.	7	Between Cromer and Mundesley.
28 May 1860	Æolus, 74 years	brig	174	7	coals	stranded; total	5	W.	12	1½ mile from Winterton.

				Cargo.	Ballast.	Unknown.	Total.	Partial.		
TOTAL	26	4,914	209	18	1	7	24	2	150	

					Caistor to Orford Haven. **(8.)**					
23 Feb. 1850	St. Pierre	Chasse-marée.	–	2 supp^{d}	unknown	stranded; total	2	–	–	Scroby Sand.
23 Mar. ,,	Ancholm	sloop	–	–	unknown	stranded; total	Unk	–	–	Yarmouth.
22 Nov. 1851	Unknown	brig	–	8	unknown	stranded; total	6	–	–	Scroby Sand.
11 Jan. 1852	William Cook	schooner	93	6	coals	stranded; total	1	S.S.E.	10	Southwold.
11 Jan. ,,	London	brig	138	8	coals	stranded; total	1	S.	9	Sizewell Bank.
8 Oct. ,,	Alte Agent, 5 years	barque	320	15	coals	stranded; total	2	W.	–	Scroby Sand.
8 Oct. ,,	Harriet and Jane	schooner	116	5	stone	foundered; total	4	N.W.	7	Kirkby Gap, Lowestoft.
12 Nov. ,,	Weir Packet, 16 years.	brig	230	7	coals	foundered; total	7	E.S.E.	10	Lowestoft.
19 Dec. ,,	Ann and Mary, 6 years.	brig	239	8	coals	stranded; total	2	S.S.W.	6	Sizewell Bank.
24 Dec. ,,	Pioneer, 12 years	brig	225	8	unknown	foundered; total	4	–	–	Yarmouth.
27 Dec. ,,	Da Jager	galliot	160	6	sugar	stranded; partial	1	S.S.W.	11	Orford.
27 Dec. ,,	Corinthian	brig	250	8	coals	stranded; total	8	S.S.W.	12	Sandyflat Thorp.
18 Oct. 1853	Lucia	schooner	70	5	unknown	foundered; total	3	–	–	Barnard Sand.
4 Jan. 1854	Abraham	brig	–	7	unknown	stranded; total	7	–	10	Gorleston.
24 Jan. ,,	Joseph Hume	brig	–	8	coals	leaky; partial	2	W.	10	Newcome Sand.
18 Feb. ,,	Essex	brig	350	14	ballast	stranded; total	14	N.W.	10	Scroby Sand.
2 Nov. 1855	Vesta	brig	122	11	timber	stranded; partial	2	S.S.W.	10	Orfordness.
3 Nov. ,,	Blue-eyed Maid	–	–	5	unknown	stranded; total	1	–	–	Woodbridge.
3 Nov. ,,	Charlotte and Mary	sloop	65	3	barley; 4 passengers.	stranded; total	6	E.	10	Aldborough.
3 Nov. ,,	Vesta	–	–	3	deals	stranded; total	3	S.E.	–	Orfordness.
6 Dec. ,,	Unknown	–	–	3	unknown	capsised; total	3	–	–	Southwold.
15 Mar. 1856	Grenette	galliot	70	5	oats	stranded; total	5	N.E.	9	Yarmouth Beach.
5 Jan. 1857	Lark, 18 years	schooner	55	4	ballast	stranded; partial	1	E.N.E.	10	Yarmouth Beach.
5 Jan. ,,	Peggy, 70 years	brig	98	4	coals	stranded; total	3	E.N.E.	10	Corton Sand.
23 Oct. ,,	South Durham, 20 years.	brig	225	8	coals	stranded; total	6	S.S.E.	2	Scroby Sand.
23 Oct. ,,	Leoni, 17 years	barque	302	17	coals	stranded; total	1	S.S.E.	2	Scroby Sand.
23 Oct. ,,	Zillah, 24 years	brig	204	8	coals	stranded; total	5	N.E.	10	Yarmouth.
8 Mar. 1858	Fidelity, 13 years	schooner	86	6	stone	foundered; total	1	N.	10	15 miles from Lowestoft.
7 Oct. ,,	Zemeira, 5 years	barque	250	Crew 12 and Pilot.	coals.	stranded; total	5	S.W.	7	South Holm Sand.
18 Oct. ,,	Queen, 9 years	sloop	46	3	manure; 4 passengers.	stranded; partial	3	N.E.	9	Yarmouth.
15 Dec.	Propheta, 2 years	brig	162	11	coals	stranded; total	1	S.S.E.	Unk.	Scroby Sand.
17 Mar. 1859	Marco Polo, 5 years	brig	149	8	coals	foundered; total	4	W.S.W.	8	30 m. S.E. of Lowestoft.
17 Sept. ,,	Lucinde, 11 years	brig	308	11	rails; 1 passenger.	stranded; total	1	N.E.	10	Misner Haven.
24 Jan. 1860	Pallas	brig	–	8	coals	stranded; total	5	var.	8	Sizewell Bank.
17 Feb. ,,	John Bull, 20 years	smack	31	6	ballast	stranded; partial	1	N.E.	9	Yarmouth Roads.
28 Feb. ,,	Zephyr, 15 years	brig	184	6	coals; 1 passenger.	stranded; total	1	W. by N.	11	Scroby Sand.
28 May ,,	Abraham	schooner	122	6	timber	foundered; total	5	W.N.W.	12	Yarmouth.

Wrecks and Casualties (exclusive of Collisions) occasioning Loss of Life, 1850 to 1860—England—*continued.*

Date.	Name of Ship, and Age when known.	Description of Vessel.	Tons.	Men.	Cargo.	Nature of Casualty, and whether Total Loss or Partial Damage.	No. of Lives Lost.	Wind.		PLACE.
								Direction.	Force.	
					Caistor to Orford Haven. (8.)—continued.					
28 May 1860	Three Brothers, 8 years.	sloop -	41	3	bones - -	stranded; partial -	-	W.N.W.	9	Newcome Sand.
28 May ,,	Gem - - -	brig -	153	7	coals - -	stranded; total -	7	W. by W.	12	Scroby Sand.
3 Oct. ,,	Bee, 3 years -	lugger -	29	12	ballast -	foundered; total -	12	- unknown -		North Sea, opposite Yarmouth.
5 Nov. ,,	Rapid, 10 years -	sloop -	75	6	coals - -	stranded; total -	2	S.S.E.	6	Horsey, Winterton, 4 miles.
3 Dec. ,,	Betsey, 40 years -	lugger -	23	11	herrings -	stranded; partial -	7	S.S.E.	7	Scroby Sand, Yarmouth.

				Cargo.	Ballast.	Unknown	Total.	Partial	
TOTAL - - -	42	4,991	303	30	4	8	34	8	156

Orford Haven to North Foreland. (9.)

6 Feb. 1850	Unknown - -	sloop -	-	3	unknown -	stranded; total -	1	-	-	Shoeburyness.
6 Feb. ,,	William and Mary	sloop -	-	3	unknown -	foundered; total -	1	-	-	Shoeburyness.
30 Mar. ,,	Royal Adelaide, old	S. S.	-	25	general, and passengers.	stranded; total -	206	S.E.	9	Tongue Sand.
24 Jan. 1852	Ann and Elizabeth	- -	450	unk.	unknown -	stranded; total -	2	-	-	Kentish Knock.
25 Feb. ,,	Vier Giechwstn -	galliot -	70	4	oats - -	stranded; partial -	3	E.N.E.	7	Mouse Sand.
25 Feb. ,,	Ann and Elizabeth	schooner	124	7	general -	stranded; total -	2	S.S.W.	8	Kentish Knock.
2 June ,,	Beehive - -	schooner	-	5	iron - -	foundered; total -	3	-	-	Mouse and Maplin.
8 Oct. ,,	Euphemia, 10 years	brig -	140	7	coals - -	stranded; partial -	1	S.W.	10	Shipwash Sand.
27 Oct. ,,	Messager - -	brig -	78	7	coals - -	stranded; total -	1	S.S.E.	6	Margate.
24 Nov. ,,	Thomas - -	barque -	-	4	unknown -	stranded; total -	3	-	-	Nore Sand.
25 Apr. 1853	Carl Johann - -	barque -	300	12	timber -	stranded; total -	4	N.W.	9	Long Sand.
14 July ,,	Prince Albert -	schooner	-	5	unknown -	capsized; total -	2	-	-	Thames.
14 July ,,	Richmond - -	barque -	-	12	unknown -	abandoned; partial	1	-	-	Buxey Sand, Essex.
6 Jan. 1854	Prince of Wales -	sloop -	-	4	apples -	abandoned; partial	4	E.S.E.	10	Barrow Sands.
3 June ,,	Nayade - -	barque -	550	13	timber -	stranded; partial -	4	N.E.	7	Galloper Sand.
18 Dec. ,,	Rose - - -	schooner	-	4	potatoes -	capsized; partial -	3	N.N.W.	10	Middle Lightship.
20 Jan. 1855	Janet Boyd - -	barque -	-	8	unknown -	stranded; total -	8	E.	9	N.E. Spit of Margate Sand.
23 Nov. ,,	Robert - -	brig -	261	10	coals - -	stranded; total -	4	E.	8	Tongue Sand.
16 Dec. ,,	Susannah - -	- -	-	unk.	unknown -	dismasted; partial -	1	-	-	Whitstable.
15 Mar. 1856	Leon - - -	brig -	300	12	general -	stranded; total -	12	E. by S.E.	8	Sunk Sand.
14 Apr. ,,	Courier, old - -	brig -	187	9	coals - -	stranded; total -	1	N.E.	8	Galloper.
8 May ,,	Britannia - -	brig -	140	7	iron - -	dismasted; partial -	1	E. by S.	10	Harwich.
31 May ,,	Julia, 8 years -	brig -	170	7	coals - -	stranded; total -	9	E.	9	Long Sand.
15 Nov. ,,	Adolph - -	brig -	120	7	wheat - -	abandoned; partial	2	N.W.	7	Girdler Sand.
5 Jan. 1857	Victory - -	lugger -	22	9	ballast -	foundered; total -	9	E.N.E.	11	2 miles E. of Long Nose Buoy.
6 Jan. ,,	Rockliff, 16 years -	brig -	299	10	coals - -	stranded; total -	5	E.	9	Hollesley Bay.
14 Jan. ,,	Fides, 4 months -	brig -	424	14	coals - -	stranded; total -	9	W.N.W.	5	Long Sand.
11 May ,,	Oakhampton -	schooner	116	5	ballast -	stranded; total -	1	-	5	Long Sand.
24 Oct. ,,	San Roque, 6 months	brig -	160	9	fish - -	stranded; total -	6	E.S.E.	6	Long Sand.
15 Nov. ,,	Marie Louise -	galliot -	100	6	coals - -	stranded; total -	6	E.S.E.	6	Long Sand.
14 Nov. 1858	Fortitude, 5 years -	barque -	49	4	cement -	foundered; total -	4	E.	9	Swin.
15 Nov. ,,	Dean of Guild, 2½ years.	schooner	72	5	oats - -	stranded; total -	2	E.S.E.	9	Sunk Sand.
4 May 1859	Australia, 12 years	barque -	608	24	coals - -	stranded; total -	24	N.E.	8	Shipwash Sand.
6 Feb. 1860	Emilie - - -	schooner	120	7	unknown -	foundered; total -	7	W.N.W.	8	North Foreland.
19 Feb. ,,	Mary, 13 years -	brig -	149	6	ballast -	dismasted; partial	1	N.N.W.	8	Gunfleet.
1 May ,,	Auguste - -	brig -	185	unk.	wheat - -	foundered; total -	7 suppd	E.N.E.	6	North part of the Long Sand.
28 May ,,	Prima Donna -	lugger -	26	9	ballast -	dismasted; partial	6	N.N.W.	11	70 miles west of Yarmouth.
3 Nov. ,,	Tonning, 7 years -	S. S.	734	24	cattle - -	explosion; partial -	12	S.E.	4	Lowestoft, E. by S. 48 miles.
12 Nov. ,,	Charity, 4 years -	brig -	113	6	coals, and 2 passengers.	foundered; total -	4	N.W.	8	Long Sand.
12 Dec. ,,	Hillechina, 16 years	galliot -	120	5	coals - -	stranded; total -	1	N.E.	7	S W. part of the Kentish Knock.

				Cargo.	Ballast.	Unknown.	Total.	Partial.	
TOTAL - - -	40	6,187	318	27	4	9	28	12	383

Wrecks and Casualties (exclusive of Collisions) occasioning Loss of Life, 1850 to 1860—England—*continued*.

DATE.	Name of Ship, and Age when known.	Description of Vessel.	Tons.	Men.	Cargo.	Nature of Casualty, and whether Total Loss or Partial Damage.	No. of Lives Lost.	Wind. Direction.	Wind. Force.	PLACE.
					North Foreland to Dungeness. (10.)					
4 Jan. 1850	Unknown	brig	–	8	unknown	foundered; total	4 suppd	–	–	Goodwin Sands.
28 Jan. ,,	Unknown	schooner	–	8	unknown	foundered; total	8	–	–	Goodwin Sands.
7 May ,,	Teniers, 2 years	schooner	150	8	general	stranded; total	1	S.E.	7	Goodwin Sands.
7 May ,,	Unknown	schooner	–	5	unknown	stranded; total	5	S.E.	7	Goodwin Sands.
7 May ,,	Unknown	brigt	–	6	unknown	stranded; total	6	S.E.	7	Goodwin Sands.
27 June ,,	Unknown	lugger	–	5	unknown	stranded; total	5	N.E.	6	Goodwin Sands.
7 Oct. ,,	Yung Frau Yantyn, 4 years.	galliot	–	4	iron	stranded; total	3	S.S.W.	–	Dungeness.
24 Nov. ,,	Gazelle, 24 years	brig	242	14	tallow and wool.	stranded; total	14	S.W.	10	Goodwin Sands.
28 Jan. 1851	Christoph Frederic	unknown			unknown	stranded; total	unk.	–	–	Goodwin Sands.
6 Mar. ,,	Mary White, new	brig	272	10	coals	stranded; partial	3	N.	8	Goodwin Sands.
19 Mar. ,,	Melpomene, 3 years	brig	270	13	wheat	stranded; total	10	S.W.	–	Dungeness.
31 Oct. ,,	Edward and Sophia	ketch	50	unk.	coals	stranded; total	unk.	N.N.E.	8	Goodwin Sands.
6 Dec. ,,	Fortuna	–	–	2	coals	explosion; partial	2	–	–	Dungeness.
28 Apr. 1852	Alice Maud	–	–	6	unknown	stranded; total	6	–	–	Lydd.
29 Sept. ,,	Shamrock	–	–	unk.	unknown	dismasted; partial	2	–	–	Deal.
27 Dec. ,,	Unknown	schooner	–	5	unknown	foundered; total	5	–	–	South Foreland.
27 Dec. ,,	Unknown	brig	–	8	unknown	foundered; total	4	–	–	Brake Shoal.
27 Dec. ,,	Sadak, 5 years	schooner	120	7	fruit	stranded; total	7	S.S.W.	11	Brake Shoal.
28 Dec. ,,	Louise Emile	brig	200	8	emigrants	stranded; total	45	S.W.	10	Dungeness.
25 Apr. 1853	Harriett (supposed)	brig	–	8	coals	foundered; total	8	N.W.	10	Goodwin Sands.
8 Nov. ,,	Elenore	schooner	79	7	timber and tar	stranded; total	5	N.N.W.	7	Goodwin Sands.
3 Jan. 1854	Unknown	galliot	–	3	unknown	stranded; total	3	E.S.E.	11	Goodwin Sands.
4 Jan. ,,	Vrow Neeltje	galliot	–	5	unknown	stranded; total	5	E.	10	Goodwin Sands.
5 Jan. ,,	Annette	brig	–	8	unknown	stranded; total	8	E.S.E.	9	Goodwin Sands.
18 Dec. ,,	Devonia	barque	–	17	coke	stranded; total	5	N.E.	7	Goodwin Sands.
20 Mar. 1855	Thomas and Anne	brig	170	6	coals	stranded; total	1	E.	9	Goodwin Sands.
26 Oct. ,,	Enchantress	barque	284	13	general	stranded; total	12	S.W.	10	4 miles N. W. of Dungeness.
26 Oct. ,,	Maria and Ann	smack	15	5	ballast	stranded; total	2	S.W.	10	Ramsgate.
26 Nov. ,,	Marie Rochebernard	brig	79	6	coals	stranded; total	1	E.	9	Goodwin Sands.
9 Feb. 1856	Pioneer, 18 years	ship	535	14	ballast	leaky; partial	1	S.W.	8	Dungeness.
28 Mar. ,,	Alert, 12 years	ketch	48	4	guano	stranded; partial	1	E.N.E.	7	Kingsgate Castle.
22 Sept. ,,	Jessie Annie, 14 years.	brig	172	7	ballast	stranded; partial	1	W.S.W.	10	Goodwin Sands.
25 Sept. ,,	Ida, 1 year	s. s.	600	33	general	stranded; total	1	S.	12	Dungeness.
27 Sept. ,,	Henry, 9 years	brig	78	6	coals	stranded; total	1	S. by E.	11	Dymchurch.
6 Jan. 1857	Violet	s. s.	111	17	general, and passengers.	stranded; total	17	E.N.E.	11	Goodwin Sands.
31 Jan. ,,	Solon	lugger	60	6	rape cake	stranded; total	5	S.S.W.	9	Lydd.
10 Oct. ,,	Josephine, 15 years	chassemarée.	66	4	coals	stranded; total	1	S.	11	Ramsgate.
12 Jan. 1858	Eclipse, 3 years	barque	946	23	coals	stranded; total	1	variable	11	Sandwich Bay.
7 Dec. ,,	Cuatro Hermanas, 8 years.	brig	116	11	general	stranded; total	1	E.	5	Dungeness.
6 Mar. 1859	Argo, 6 months	schooner	250	9	deals	stranded; partial	1	W.	2	Ramsgate.
15 Apr. ,,	Liberal, new	sloop	50	4	iron	stranded; total	3	N.W.	6	Goodwin Sands.
1 Aug. ,,	De Rudder	barque	unknown		tallow	stranded; total	2	unknown		Goodwin Sands.
25 Oct. ,,	Primero Galen, 2 years	brig	180	10	tobacco and sugar.	stranded; total	3	S.E.	11	Off Dymchurch.
25 Oct. ,,	Pilot, 11 years	schooner	55	4	asphalte	stranded; total	3	S.S.E.	11	Off Dover.
25 Oct. ,,	Abbey, 22 years	schooner	150	7	coals	stranded; total	7	S.E.	10	Kingsgate Bay.
21 Dec. ,,	Blervie Castle, 2 years	ship	616	34	general, and 22 passengers.	stranded; total	56	unknown		Supposed on the Varne or Ridge Sand.
26 Jan. 1860	Elizabeth	schooner	102	5	coals	stranded; total	1	S.S.E.	11	South side Foreland Point.
30 Jan. ,,	Emily Eliza, 1 year	lugger	10	3	salvage	foundered; partial	1	unknown	3	Sandown Castle.
21 Nov. ,,	Omnibus, 8 years	sloop	37	4	oats	stranded; partial	1	S. by W.	9	4 miles N.W. of Dungeness Light.
8 Dec. ,,	Faith, unknown	lugger	10	2	ballast	foundered; total	2	S.S.W.	7	The Downs.
29 Dec. ,,	Jean Baptiste, unknown.	sloop	70	4	general	stranded; partial	1	S.E.	9	Under the South Foreland Light.

				Cargo.	Ballast.	Unknown.	Total.	Partial.			
TOTAL	51	6,193	406	34	4	13	41	10	293		

Dungeness to Beechy Head. (11.)

23 Nov. 1852	Good Intent	barque	43	3	deals	stranded; total	1	S.S.E.	10	Rye Harbour.
19 Oct. 1853	Dalhousie	ship	800	47	general, 13 passengers.	foundered; total	59	S.E	9	Beechy Head.
1 Jan. 1855	Notre Dame de Mont Carmel.	lugger	–	3	unknown	foundered; total	1	N.W.	8	Rye Harbour.
27 Sept. 1856	John and Mary, 18 years.	sloop	50	3	stone	stranded; total	5	S.	10	Hastings

Wrecks and Casualties (exclusive of Collisions) occasioning Loss of Life, 1850 to 1860—England—*continued.*

DATE.	Name of Ship, and Age when known.	Description of Vessel.	Tons.	Men.	Cargo.	Nature of Casualty, and whether Total Loss or Partial Damage.	No. of Lives Lost.	Wind. Direction.	Wind. Force.	PLACE.
					Dungeness to Beachy Head. (11.)—continued.					
10 Jan. 1857	Helvellyn - -	barque -	240	10	coals - -	stranded; total -	1	S.S.W.	9	Varne Sand.
7 Oct. „	Draper - -	smack -	67	4	general -	stranded; total -	4	S.W.	9	East Groyne, Hastings.
25 Oct. 1859	Caroline, 6 years -	brig -	131	7	coals - -	stranded; total -	3	S.S.W.	11	5 miles N.W. of Dungeness.
4 Dec. „	Canton, 4 years -	barque -	500	17	general -	stranded; total -	15	S.W.	9	Off Camber, Sussex.
2 June 1860	Forest Queen, 11yrs.	schooner	53	4	timber -	abandoned; partial	3	S.W.	12	12 miles S. of Fairlight.
2 June „	Georgiana - -	barque -	58	3 Suppd	unknown -	foundered; total -	3	S.W.	–	Camber.
					Cargo. / Ballast. / Unknown. / Total. / Partial.					
	TOTAL - - -	10	1,942	101	8 / – / 2 / 9 / 1		95			
					Beachy Head to Selsea Bill. (12.)					
25 Nov. 1850	Lalla Rookh -	- -	–	11	- -	boat rendering assistance to; total	11	–	–	Shoreham.
22 Feb. 1852	Eiche - -	- - Unknown	-	-	timber -	capsized; partial -	2	–	–	Shoreham.
12 Aug. „	Bertha - -	schooner	100	Unk.	oil - -	capsized; partial -	Unk.	S.W.	12	Selsea.
29 Jan. 1856	Joyeuse, 1 year -	schooner	100	5	flour - -	stranded; total -	5	–	–	8 miles from Brighton.
13 Mar. 1857	Martha - -	smack -	20	5	oysters -	Leaky; partial -	4	S.S.W.	8	Brighton.
2 Nov. 1859	Olinda, 3 years -	ship -	317	14	general -	stranded; total -	3	S. W. by S.	12	West Wittering, between Arundel and Bognor.
2 June 1860	Atlantique, 3 years	brig -	144	7	coals - -	stranded; total -	1	S.S.W.	10	Brighton.
2 June „	Woodside, 6 years -	schooner	51	4	coals - -	stranded; partial -	1	S.S.W.	10	Between Newhaven and Seaford.
2 June „	Endeavour - -	lugger -	Unk.	7	fishing -	foundered; total -	7	S.S.W.	11	10 miles from Brighton.
					Cargo. / Ballast. / Unknown. / Total. / Partial.					
	TOTAL - - -	9	732	53	8 / 1 / – / 5 / 4		39			
					Selsea Bill to St. Catherine's, Isle of Wight. (13.)					
8 Jan. 1851	Mary Ann - -	ketch. -	45	2	stone - -	foundered; total -	2	S.E.	9	Woolsteners, near Hayling Beach.
4 Nov. 1852	Fareham Trader -	barque -	–	2	chalk - -	foundered; partial	1	–	–	Portsmouth.
13 Mar. 1855	Elise - - -	barque -	–	12	unknown -	leaky; partial -	3	–	–	Cowes.
2 Aug. 1856	Cashmere - -	barque -	320	16	timber -	abandoned; partial	16	S.E.	5	Saint Catherine's.
26 Oct. „	Ocean - -	schooner	70	6	salt - -	stranded; total -	6	–	12	Isle of Wight.
3 June 1859	Eastern Monarch, 5½ years.	ship -	1,631	35	saltpetre, and 451 passengers.	burned; total -	5	E.	1	Spithead.
1 Nov. „	Lelia, 9 years -	schooner	103	7	general -	stranded; total -	1	W.S.W.	11	Roken End, Isle of Wight.
23 Jan. 1860	James and William	barque -	12	2	ballast -	stranded; total -	2	S.S.W.	8	Outer Pole Sands, Chichester.
2 June „	Shamrock - -	brig -	–	–	unknown -	stranded; total -	8 Suppd	S.W.	10	Pole Sands, Chichester.
					Cargo. / Ballast. / Unknown. / Total. / Partial.					
	TOTAL - - -	9	2,241	82	6 / 1 / 2 / 6 / 3		44			
					Saint Catherine's to Portland Bill. (14.)					
15 Feb. 1850	Venus, 5 years -	brig -	130	7	clay - -	stranded; total -	2	S.W.	6	Blackner Rocks, Weymouth.
16 Dec. 1852	Nouvelle Loire, 21 years.	barque -	252	15	general -	stranded; total -	7	W.S.W.	12	Portland.
7 Apr. 1853	Lord William Paget - -		–	3	unknown -	foundered; total -	3	–	–	Near Manbarrow Coast Guard Station, Dorset.

Wrecks and Casualties (exclusive of Collisions) occasioning Loss of Life, 1850 to 1860—England—*continued.*

DATE.	Name of Ship, and Age when known.	Description of Vessel.	Tons.	Men.	Cargo.	Nature of Casualty, and whether Total Loss or Partial Damage.	No. of Lives Lost.	Wind. Direction.	Wind. Force.	PLACE.
					Saint Catherine's to Portland Bill. (14.)—continued.					
3 Jan. 1854	Emma	billyboy	–	3	unknown	capsized; total	3	–	–	Durlestone Head.
6 Dec. 1856	Mars	brig	117	7	linseed	stranded; total	2	N.	10	Chale Bay, Isle of Wight.
30 Jan. 1857	Martha, 24 years	smack	23	3	coals	stranded; partial	3	W.S.W.	5	Wyke Regis.
31 Jan. „	Little Belt	sloop	17	3	barley	stranded; partial	1	W.S.W.	9	Wyke Regis.
9 Mar. „	Dart	dandy	29	3	ballast; 2 passengers.	foundered; total	2	N.W.	8	Portland Race.
8 Oct. „	Temerario	barque	436	18	coals	stranded; total	3	S.	10	Brixton Bay, Isle of Wight.
4 Dec. 1859	Mirabita, 12 years	ship	550	17	barley	stranded; total	12	S.W.	8	Brixton, Isle of Wight.
5 Dec. „	Sentinel, 1½ years	schooner	116	6	slates	stranded; total	2	S.W.	9	Crab Rocks, Brooks, Isle of Wight.
31 Mar. 1860	Argus, 8 years	schooner	149	6	coals	dismasted; partial	3	S.S.W.	7	6 miles S. W. by S. of Bill of Portland.
2 June „	Mary and Catherine, 19 years.	schooner	80	5	coals	loss of sails; partial.	1	W.	10	Bill of Portland.
26 Dec. „	Irene, 7 years	ship	800	16, & pilot.	timber	stranded; total	1	S.S.E.	9	Portland, Dorset.

				Cargo.	Ballast.	Unknown.	Total.	Partial.	
TOTAL	14	2,699	113	11	1	2	10	4	45

					Portland Bill to Start Point. (15.)					
10 June 1852	Harewood	schooner	50	4	timber	foundered; total	4	S.W.	9	Beer Head.
27 Nov. „	Eliza Hall	–	–	unk.	unknown	leaky; partial	1	–	–	Dartmouth.
27 Dec. „	Heroine, 12 years	barque	307	12	general	sunk; total	4	S.S.W.	12	Lyme Regis.
29 Dec. „	Hope	sloop	23	2	flint	foundered; total	2	S.W.	11	Berry Head.
3 Jan. 1854	Friends	schooner	73	5	coals	stranded; total	1	E.N.E.	10	Half a mile E. of Dawlish.
7 Jan. „	Genéreuse	brig	100	5	wine	capsized; total	1	S.W.	9	Sloyne.
16 Dec. 1855	Adelina	unknown	unk.	unk.	unknown	dismasted; partial	1	–	–	Brixham.
24 Dec. „	John	smack	46	4	bricks	stranded; total	2	S.S.W.	9	Chesil Beach.
17 Jan. 1856	Olive Branch	smack	43	4	ballast	stranded; total	2	S.	9	Start Light.
14 Mar. 1859	Les Cinq Sœurs	brig	115	7	rye	stranded; total	5	S.S.W.	10	Chesil Beach, Dorset.
25 Oct. „	Elizabeth Lass, 2½ years.	brigantine	113	6	oats	stranded; total	1	S.S.E.	10	Off Dartmouth.
1 Nov. „	Maria, 11 years	brig	127	9	fish	leaky; partial	4	W.	10	Off Start Point.
20 Dec. „	William, 14 years	ketch	40	3	deals	disabled; partial	1	S.S.W.	6	Bridport.
25 Apr. 1860	Myssia, 1 year	brig	233	9	general	foundered; total	6	N.E.	9	26 miles S. E. ½ S. of Start Point.

				Cargo.	Ballast	Unknown.	Total.	Partial.	
TOTAL	14	1,270	70	11	1	2	10	4	35

					Start Point to Deadman Point. (16.)					
16 Jan. 1851	Industry	smack	–	3	unknown	stranded; total	3	S.	12	Near Mewstone.
26 Dec. 1852	Ocean Queen	brig	206	15	general	stranded; total	15	S.W.	11	Plymouth.
27 Dec. „	Wanderer	schooner	91	4	coke	stranded; total	4	S.W.	11	Bolt Head.
11 Apr. 1854	Brothers	sloop	50	2	lime	foundered; total	2	E.	5	Yealm, Devon.
31 May „	Europa	Government transport			cavalry	burned; total	21	–	–	At sea; sailed from Plymouth.
6 May 1856	Endeavour	schooner	53	4	ballast	stranded; total	3	S.S.E.	10	St. Austell Bay.
7 Oct. 1857	Austria, 5 months	S. S.	1622	99	troops	disabled; partial	1	S.W.	11	Plymouth.
5 Feb. 1858	Sophia, 20 years	yawl	8	2	fish	stranded; total	2	S.W.	6	Rennie's Rock, Plymouth.
16 Sept. „	Beatitude, 19 years	brig	177	6	ballast	stranded; total	4	S.E.	6	Sweller's Point, Polkerris Bay.
1 Mar. 1859	Louisa, 49 years	sloop	22	3	vegetables	stranded; total	3	W. to W.S.W.	8	Guia Cove, Devon.
1 Nov. „	George and Mary, 2 years.	schooner	104	6	coals	damage; partial	1	W.	12	12 miles W. S.W. of Start Point.
1 Nov. „	Scorpion, 5 years	schooner	149	8	currants	loss of sails; partial	1	W. by S.	10	20 miles South of the Start.
11 May 1860	George, 6 years	brig	237	10	sugar	stranded; total	7	S.S.W.	1	Half a mile E. of Sparrow Rock, Rame Head.
30 Dec. „	Speedwell, unknown	schooner	84	5	ballast	stranded; total	5	S.E.	9	Redding Point, Plymouth.

				Cargo.	Ballast.	Unknown.	Total.	Partial.	
TOTAL	14	2,803	167	10	3	1	11	3	72

Wrecks and Casualties (exclusive of Collisions) occasioning Loss of Life, 1850 to 1860—England—*continued.*

DATE.	Name of Ship, and Age when known.	Description of Vessel.	Tons.	Men.	Cargo.	Nature of Casualty, and whether Total Loss or Partial Damage.	No. of Lives Lost.	Wind. Direction.	Wind. Force.	PLACE.
					Deadman Point to the Lizard. (17.)					
20 Jan. 1850	Marie Anne, 7 years.	lugger	67	6	potatoes	stranded; total	3	E.S.E.	8	Manacles Rocks.
27 Jan. 1851	Norman Maid	schooner	–	6	wheat	stranded; total	6	–	10	Manacles Rocks.
17 Dec. 1852	Sir C. Forbes	–	–	Unk.	unknown	leaky; partial	3	–	–	Falmouth.
31 Mar. 1853	Two Brothers	smack	23	2	ballast	stranded; total	1	S.	10	St. Anthony's Light, Falmouth.
8 May 1855	John	barque	464	19	emigrants	stranded; total	191	N.E.	6	Manacles Rocks.
17 Sept. 1858	Mary, 47 years	schooner	52	4	bricks	stranded; total	1	S.W.	7	Bellarar Cove, Falmouth.
22 Jan. 1859	Czar	S.S.	740	28	stores, and 3 passengers.	stranded; total	13	unknown		Vogue Rock, Cornwall.

				Cargo.	Ballast.	Unknown.	Total.	Partial.	
TOTAL	7	1,346	65	5	1	1	6	1	218

					Lizard to Land's End. (18.)					
13 Jan. 1850	Tycho Wing, 9 months.	brig	139	6	meal and corn	stranded; total	3	E.S.E.	11	Lizard.
24 Nov. „	Windrush	schooner	51	5	fruit	stranded; total	5	S.W.	10	Church Cove, Mullion.
11 June 1851	Plymouth Packet	sloop	–	3	unknown	foundered; total	3	S.W. to W.S.W.	–	Land's End.
4 Jan. 1852	Amazon	S. S.	2,200	159	passengers	burnt; total	100	S.W.	6	90 miles from the Land's End.
17 Feb. „	Mary	schooner	–	5	unknown	foundered; total	5	–	–	Land's End.
27 Oct. „	Queen Victoria, 14 years.	schooner	88	5	salt	stranded; total	4	N.N.W.	–	Perran Porth.
23 Nov. „	Patience	–	–	3 suppd	coals	foundered; total	3	–	–	Land's End.
23 Nov. „	Candace	brig	–	8 suppd	unknown	leaky; partial	1	–	–	Lizard.
23 Nov. 1853	Tony et Josephine	schooner	60	4	ballast	stranded; total	3	S.W.	11	Logan Rock, Cornwall.
9 Feb. 1855	Diana	brig	178	8	coals	stranded; partial	1	S.E.	10	Penzance.
31 May „	Unknown	brig	–	8	unknown	foundered; total	2	–	–	Penzance.
28 Mar. 1856	Hermes, 56 years	brig	268	9	coals	stranded; partial	6	E.S.E.	5	Land's End.
9 Dec. „	General Bertrand, 15 years.	barque	206	12	oil	stranded; partial	1	S.W.	11	Penzance.
1 Jan. 1857	Dunaskin, 3 years	S. S.	122	12	oranges	stranded; total	2	W.S.W.	6	Penwith.
11 Jan. „	Fred. Wilhelm IV.	ship	675	19	coals	leaky; partial	1	N.W.	12	Penzance.
7 Oct. 1858	Jules Regneville	lugger	70	5	ballast	abandoned; partial	5	S.W.	3	Trewavas Head, Portleven, Cornwall.
18 Dec. „	Isabella	brigantine	120	5	coals	stranded; total	3	S.S.W.	8	Paynter's Bay, St. Loy, Penzance.
25 Oct. 1859	Mary Anne	schooner	49	4	ballast	stranded; total	3	N.N.W.	11	Perran Sand.
7 Nov. „	Chincas, 1 year	ship	1,894	37	coals	stranded; total	4	W.S.W.	10	Near Portleven, Cornwall.

				Cargo.	Ballast.	Unknown.	Total.	Partial.	
TOTAL	19	6,120	317	12	3	4	13	6	155

					Scilly Islands. (19.)					
15 Oct. 1851	Unknown	unknown	2	unknown	capsized; total	2	unknown		St. Mary's, Scilly.
24 Nov. 1852	Fair Kathleen	unknown	3 suppd	unknown	leaky; partial	3	unknown		Scilly.
25 Mar. 1853	Sultana	brigantine	160	9	corn	stranded; total	9	S.E.	11	Guther's Rock.
30 Oct. 1855	Diamond	schooner	–	4	unknown	abandoned; total	1	E.N.E	9	Scilly.
21 Mar. 1857	Velox, 28 years	schooner	48	4	iron	stranded; total	3	E.S.E.	9	Scilly.

				Cargo.	Ballast.	Unknown.	Total.	Partial.	
TOTAL	5	208	22	2	–	3	4	1	18

Wrecks and Casualties (exclusive of Collisions) occasioning Loss of Life, 1850 to 1860—England—*continued*.

DATE.	Name of Ship, and Age when known.	Description of Vessel.	Tons.	Men.	Cargo.	Nature of Casualty, and whether Total Loss or Partial Damage.	No. of Lives Lost.	Wind. Direction.	Wind. Force.	PLACE.
					Land's End to Trevose Head. (20.)					
6 Feb. 1850	Lord Duncan, 43 yrs	sloop	56	4	unknown	stranded; total	4	N.N.W.	11	Mawgan Porth, Padstow.
30 Mar. „	Camille	unknown	–	2	beans	foundered; total	2	–	–	Cape Cornwall.
18 Nov. „	Emilie Marie	lugger	70	suppd 6	coals	stranded; total	4	W.	8	Trevose Head.
20 Nov. „	Queen	schooner	–	5	iron	stranded; total	3	N.N.E.	9	Hayle.
5 Dec. „	La Meuse	sloop	319	17	unknown	stranded; partial	1	S.S.W.	–	Whitesand Bay.
11 Jan. 1851	New Commercial, 4 years.	brig	204	9	general	stranded; total	8	W.S.W.	5	Between the Brisons and Cape Cornwall.
15 Jan. „	Fletan, 15 years	brig	116	6	ballast	stranded; total	1	S.S.E.	9	Whitesand Bay.
11 Aug. 1852	Charles, 28 years	smack	38	3	coals	foundered; total	3	N.W.	9	St. Ives.
24 Nov. „	Polly, 9 months	schooner	150	6	salt	foundered; total	5	N.	–	Hayle Bar.
14 Apr. 1853	Vigilant	cutter	44	6	potatoes	foundered; total	3	unknown		At Sea: between Jersey and Swansea.
16 Feb. „	Malpas	smack	36	3	copper	foundered; total	1	S.E.	6	Trevose Head.
8 Oct. 1854	Eagle	lugger	20	2	potatoes	stranded; partial	1	E.S.E.	10	Porthmeister Rocks, St. Ives.
30 Nov. „	Nile	S. S.	–	16	general; 24 passengers.	stranded; total	40	W.	11	Stones Rocks, Portreath.
19 Dec. „	Concord	schooner	88	5	coals	stranded; total	1	N.	11	St. Ives.
18 Jan. 1855	Guillaume	brig	191	8	sugar	dismasted; partial	2	W.	12	St. Ives.
11 Jan. 1857	Ann	smack	90	4	coals	abandoned; partial	4	W.N.W.	11	Trevose Head.
18 Oct. „	Mary Welch	brig	116	6	coals	stranded; total	6	E.N.E.	6	Godrevy Rocks.
13 Feb. 1858	Name unknown	schooner	36	4	unknown	stranded; total	4	unknown	10	Stones.
9 Sept. 1859	Catherine, 35 years	sloop	54	5	coals	foundered; total	1	unknown	10	15 miles N. W. of St. Ives.
26 Oct. „	Severn	barque	330	10	coals	stranded; total	9	N.E.	11	Off Hayle.
26 Oct. „	Sir Robert Peel	schooner	87	5	coals	stranded; total	5	N.W.	11	Near Portreath.
26 Oct. „	Iron Age	brigantine	339	11	coals	foundered; total	11	unknown		Trevose Head.
26 Oct. „	Name unknown	ship	600	16	unknown	foundered; total	16	W.N.W.	10	Trevose Head.
22 Jan. 1860	James Alexander, 6 months.	ship	1,039	27	salt	stranded; total	1	W.N.W.	10	Three miles W. of Trevose Head.
14 Sept. „	Punjaub, 1 year	barque	304	13	wool, &c.; 8 passengers.	stranded; total	1	W.	8	Seven Stones, Cornwall.

				Cargo.	Ballast.	Unknown.	Total.	Partial.		
TOTAL	25	4,327	199	20	1	4	21	4	137	

					Trevose Head to Hartland Point. (21.)					
27 Oct. 1852	Ernesto	schooner	200	10	tobacco	stranded; total	10	–	–	North of Boscastle.
12 Sept. 1853	Ceres	barque	–	4	unknown	stranded; total	4	S.W.	6	Trebetherick Rocks.
27 Dec. „	Rebecca Lang	sloop	–	2	unknown	stranded; partial	2	E.N.E.	10	Gun Point, Padstow.
25 Feb. 1855	Maria and Marian	brig	158	8	alabaster	stranded; total	8	W.S.W.	6	5 miles North of Bude.
12 Mar. „	Ampulla	brig	149	8	iron and coals	foundered; total	8	N.W.	7	4 miles West of Budehaven.
11 Jan. 1857	Alpha	schooner	70	5	flour	stranded; total	5	W.N.W.	11	Trevethick Bay.
14 Mar. „	La Desirée, 6 months	schooner	122	8	coals	stranded; total	1	N.W.	11	Padstow Harbour.
24 May 1858	Temperance, 17 yrs.	sloop	34	3	coals	stranded; total	3	W.N.W.	9	10 miles North of Budehaven.
25 Oct. 1859	Anne, 14 years	brig	188	8	unknown	foundered; total	8	unknown		N.W. Coast of Devon.
26 Oct. „	Favorite	ship	1,040	36	ballast	stranded; total	36	N.N.W.	12	Off Padstow.
26 Oct. „	Sultana, Selina, 16 years.	schooner	112	6	coals	stranded; total	6	N.N.W.	12	Off Padstow.
26 Oct. „	Sprite, 3 months	smack	26	3	coals	stranded; total	3	N.W.	12	6 miles S.W. of Bude.
26 Oct. „	Edward Protheroe	schooner	90	5	coals	stranded; total	4	N.W.	12	3 miles N.E. of Bude.
26 Oct. „	Beverley, 13 years	schooner	69	6	culm; 1 passenger.	stranded; total	1	N.W.	9	2 miles S.W. of Bude.
26 Oct. „	Richard and Elizabeth, 43 years.	smack	16	3	unknown	stranded; total	3	unknown		Between Bude and Clovelly.
26 Oct. „	Anna Maria, 22 yrs.	schooner	67	4	general	foundered; total	4	unknown		Between Bristol and Hayle.
26 Oct. „	Pet, 2 years	smack	34	3	coals	foundered; total	3	N.W.	12	Boscastle.
26 Oct. „	unknown	barque	600	18	unknown	foundered; total	18	unknown		Padstow.
26 Oct. „	unknown	brig	300	11	unknown	foundered; total	11	unknown		Padstow.
23 Jan. 1860	unknown	–	200	suppd 8	timber	derelict; partial	8	–	–	½ mile W.S.W. of Hartland Quay.

				Cargo.	Ballast.	Unknown.	Total.	Partial.		
TOTAL	20	3,475	159	13	1	6	18	2	146	

Wrecks and Casualties (exclusive of Collisions) occasioning Loss of Life, 1850 to 1860—England—*continued.*

DATE.	Name of Ship, and Age when known.	Description of Vessel.	Tons.	Men.	Cargo.	Nature of Casualty, and whether Total Loss or Partial Damage.	No. of Lives Lost.	Wind.		PLACE.
								Direction.	Force.	
					Hartland Point to River Axe (including Lundy Island). (22.)					
2 Jan. 1850	Unknown - -	barque -	–	12	unknown -	foundered; total -	4	–	–	Lundy Island Roads.
18 Jan. „	Thomas Crisp, 12 years.	brig -	195	9	stores -	stranded; total -	1	W.S.W.	8	Lundy Island.
27 Jan. „	Betsey - -	sloop -	39	3	wheat -	stranded; partial -	3	N.	–	Burnham.
5 Feb. „	William - -	smack -	54	4	coals - -	stranded; total -	3	W.N.W.	11	Ilfracombe.
23 Mar. „	Dasher, 47 years -	brig -	85	5	copper ore -	stranded; total -	1	N.N.E.	10	Appledore.
8 Jan. 1851	Unknown - -	schooner	–	5	unknown -	stranded; total -	4	–	–	Lundy Island.
8 Jan. „	Unknown (French)	lugger -	–.	4	unknown -	stranded; total -	4	–	–	Lundy Island.
25 Sept. „	Jane, 19 years -	sloop -	23	2	salt - -	stranded; total -	1	S.W. to N.	9	Portledge Mouth.
17 Dec. „	Janet - - -	–	–	unk.	unknown -	leaky; partial -	1	–	–	Off Lundy Island.
16 Dec. 1852	Supreme Largesse	brig -	134	8	coals - -	stranded; total -	6	W.	–	Bideford
30 April 1853	Ariel - - -	- unknown -	–	–	coals - -	explosion; total -	1	S.S.W.	6	Lundy Island.
31 May 1855	Hope - - -	schooner	–	5	clay - -	abandoned; total -	2	- unknown -		21 miles West of Lundy Island.
8 Oct. 1857	Warden, 2 years -	barque -	406	11	iron - -	stranded; total -	7	W.N.W.	10	Braunton Sands.
13 Mar. 1858	Charles, 5 years -	schooner	240	7	ballast -	stranded; total -	5	S.S.W.	8	Lundy Island.
15 Apr. „	Trident, 42 years -	smack -	41	3	coals - -	stranded; total -	1	E.	9	Lundy Island.
12 Mar. 1859	Clifton, 20 years -	schooner	95	6	iron - -	stranded; total -	4	S.W.	9	Bideford Bar.
13 April „	Superior, 25 years	brig -	60	5	coals - -	dismasted; partial	1	N.N.W.	6	5 miles E. by South of Lundy.
26 Oct. „	Ellen Gwenllian, 12 years.	smack -	26	3	general -	stranded; partial -	1	N.W.	11	Appledore.
26 Oct. „	Ann, 40 years -	schooner	104	7	iron ore -	stranded; total -	7	N.W.	11	Morte Bay.
26 Oct. „	Marlboro', 37 years	barque -	320	9	ballast -	stranded; total -	2	N.N.W.	11	Redcliffe near Ilfracombe.
26 Oct. „	Rose, 12 years -	schooner	70	5	iron, &c. -	stranded; total -	4	unknown	–	Morte Bay.
26 Oct. „	Name unknown -	cutter -	16	2	ballast -	stranded; total -	2	W.N.W.	6	Appledore.
1 Nov. „	Peter and Sarah, 50 years.	polacca -	47	3	coals - -	capsized; total -	1	N.W.	10	Hillsboro' Point.
1 Nov. „	Wanderer, 23 years	barque -	291	11	coals - -	stranded; total -	11	unknown	–	Pebble Ridge, Northam.
1 Dec. „	Lady of the Lake -	schooner	64	5	coals - -	foundered; total -	5	unknown	–	Between Penarth and Newquay.
	TOTAL - - -	25	2,310	134	Cargo. 18	Ballast. 3	Un-known. 4	Total. 21	Partial. 4	82
					River Axe to Cardiff, including the Upper Part of the Bristol Channel and the Holmes. (23.)					
9 Jan. 1851	Terror - - -	yawl -	–	2	unknown -	foundered; total -	2	unknown	–	The Holmes.
9 Jan. „	Unknown - -	yawl -	–	3	unknown -	foundered; total -	3	unknown	–	The Holmes.
6 Feb. „	William - -	barque -	–	3	iron - -	capsized; partial -	3	unknown	–	Sharpness Point.
26 Sept. „	Earl Chatham -	unknown	–	4	unknown -	foundered; total -	2	unknown	–	Bristol Channel.
4 July 1853	Independent -	brig -	–	8	coals - -	explosion; partial -	1	unknown	–	Bute Dock.
19 July „	William - -	sloop -	–	2	unknown -	foundered; total -	4	unknown	–	Steep Holmes.
11 Sept. 1854	Hillechina - -	schooner	–	4	unknown -	foundered; total -	1	–	–	Cardiff.
25 Nov. „	Three Sisters -	unknown	–	2	coals - -	foundered; total -	1	E.N.E.	7	Portishead.
8 Dec. -	Elizabeth - -	smack -	–	3	stone - -	foundered; total -	3	W.S.W.	7	Bristol Channel.
7 May 1855	Brothers - -	trow -	60	3	coals - -	foundered; total -	1	E.N.E.	10	Bristol Channel, near Portishead.
27 Oct. „	Fred. Ritzlaff -	barque -	467	14	coals - -	explosion; partial	4	N.E.	4	Bute Dock.
9 Aug. 1859	Gustave, 18 years	schooner	80	6	coals, and 1 passenger.	foundered; total -	2	W.S.W.	9	Lavernock Point.
21 Sept. „	Fury 24 years -	S.S.	13	5	ballast -	foundered; total -	3	N.	5	King Road, Severn.
26 Oct. „	Jno. St. Barbe, 20 years.	schooner	68	5	oats - -	stranded; total -	1	N.E.	11	Lavernock Point.
26 Oct. „	Æolus, 40 years -	brig -	114	6	pitwood -	foundered; total -	6	unknown	–	Lavernock Point.
26 Oct. „	Betsey and Martha	smack -	26	3	coals - -	foundered; total -	3	unknown	–	Bristol Channel.
1 Nov. „	Diligent, 8 years -	cutter -	25	5	ballast -	foundered; total -	5	unknown	–	Bristol Channel.
20 Jan. 1860	Two Brothers -	schooner	53	3	pitwood -	stranded; partial -	3	N.W. to W.N.W.	10	Highbridge Pill.
	TOTAL - - -	18	906	81	Cargo. 11	Ballast. 2	Un-known. 5	Total. 14	Partial. 4	48

Wrecks and Casualties (exclusive of Collisions) occasioning Loss of Life, 1850 to 1860—England—*continued.*

DATE.	Name of Ship, and Age when known.	Description of Vessel.	Tons.	Men.	Cargo.	Nature of Casualty, and whether Total Loss or Partial Damage.	No. of Lives Lost.	Wind. Direction.	Wind. Force.	Place.
					Cardiff to Porth Einon. (24.)					
11 Mar. 1850	Aberthaw - -	smack -	–	3	unknown -	stranded; total -	Unknown.			Taibach, Glamorgan.
7 Aug. „	Hope - -	smack -	–	3	limestone -	foundered; total -	3 Suppd			Mumbles.
9 Jan. 1851	Liskeard - -	brigt -	–	5	unknown -	foundered; total -	5	S.W. to S.S.W.	10	Penarth Roads.
14 May 1852	John and Mary, 40 years.	sloop -	40	3	culm - 3 passengers	foundered; total -	6	S.W.	9	7 miles South of Mumbles.
5 Dec. „	Pretty Maggy, 12 years.	schooner -	88	6	ballast -	abandoned; partial	6	S.W.	6	Mumbles Head.
15 Jan. 1853	Ellen - - -	smack -	50	3	oats - -	foundered; total -	2	W.	8	Oxwich Point.
25 June 1854	Zenith - -	brig -	112	7	unknown -	stranded; total -	4	S.W.	10	Newton Bay, Porthcawl.
25 Feb. 1855	Welcome - -	schooner -	100	4	slate - -	stranded; total -	3	S.S.W.	5	Porthcawl.
18 Dec. „	Ellen - - -	schooner -	80	5	barley -	stranded; total -	1	S.S.E.	9	Barry Sands.
14 Jan. 1856	Blanch, 12 years -	schooner -	80	4	iron - -	stranded; total -	2	E.N.E.	6	Skerweather Shoal.
7 Feb. „	Bon Leon - -	schooner -	76	5	unknown -	stranded; total -	2	Unknown.		Porthcawl.
8 Feb. „	Catherine Jenkins, 11 years.	barque -	399	11	copper -	stranded; total -	7	S.S.E.	1	1 mile West of Oxwich Point.
2 Oct. 1858	Emily, 30 years -	schooner -	67	4	culm -	foundered; total -	3	S.W.	8	5 miles from Porth Einon Point.
26 Oct. 1859	Mary, 18 years.	smack -	60	5	general -	stranded; total -	5	Var.		Sully Island.
26 Oct. „	Thames, 40 years.	schooner -	91	4	coals - -	stranded; total -	1	N.E.	11	Penarth Head.
26 Oct. „	Wave, 3 years -	schooner -	60	4	iron - -	stranded; total -	4	N.W.	10	Fruins Lake, near Neath.
1 Nov. „	Eureka, 4 years -	schooner -	91	5	fuel - -	stranded; total -	5	Unknown.		Skerweather Sand.
2 Dec. „	Sunda, 12 years -	bark -	369	15	ballast - 1 passenger	stranded; total -	1	Unknown.		Kenfig Sands.
14 Nov. 1860	Reserve - -	sloop -	20	3	stone -	stranded; total -	3	S.W.	7	Porthkerry Beach, ¼ mile N. of Roose Point, Glamorgan.

				Cargo.	Ballast.	Unknown.	Total.	Partial.		
	TOTAL - - -	19	1,783	99	13	2	4	18	1	63	

					Porth Einon to St. David's Head. (25.)					
5 Nov. 1850	Aladdin, 8 years -	brig -	244	12	wheat -	stranded; total -	1	W.N.W.	4	Whitesand Bay, St. David's Head.
11 Dec. „	Unknown - -	schooner -		5	unknown -	stranded; total -	4 Suppd	S.E.	6	Porth Einon.
21 Jan. 1851	Unknown - -	Unknown.		1	unknown -	stranded; total -	1	Unknown.		Saunder's Foot.
26 Sept. „	Unknown - -	schooner -	–	4	unknown -	foundered; total -	4	Unknown.		Smalls, 15 miles E.N.E.
22 Nov. 1852	Margaret and Jane, 13 years.	sloop -	46	4	oak - -	dismasted; total -	2	N.E.	4	St. Ann's Head.
1 Apr. 1853	Liberator - -	schooner -	41	4	iron - -	stranded; total -	1	S.E.	10	Milford Haven.
4 Oct. „	Mary and Ann -	—	–	4	unknown -	stranded; total -	4	S.W.	9	Carmarthen Bay.
4 Oct. „	Mary's and Ann's	brig -	149	7	unknown -	stranded; total -	4	S.W.	10	Kidwelly.
28 Oct. 1854	Holmes - -	barque -	–	Unk.	wheat and cotton.	stranded; total -	Unknown.			St. Govan's Head.
7 Nov. „	Norfolk - -	brig -	116	6	coal and iron.	damaged; partial	1	S.E.	10	Small's Light.
5 Feb. 1855	Statira - -	schooner -	72	4	copper ore -	stranded; total -	3	W.S.W.	6	Langharne Sands.
25 Feb. „	Morna - -	S.S. -	365	27	general and troops.	stranded; total -	21	S.E.	3	North Bishops.
28 Feb. „	Mysore - -	barque -	–	12	unknown -	leaky; partial -	1	W.N.W.	9	Milford.
20 Dec. „	Agenoria - -	schooner -	39	4	coals -	stranded; total -	1	S-E.	9	St. Catherine's Rocks, Tenby.
24 Jan. 1856	Amelia, 21 years -	snow -	249	10	grain -	stranded; total -	9	S.W.	9	Burry River.
8 Feb. „	Great Duke -	ship -	1,500	32	cotton -	stranded; total -	29	S.S.W.	9	Ballslaughter Bay.
14 May „	Madam - -	schooner -	95	5	coals -	dismasted; partial	1	N.W.	11	Llanelly.
8 July „	Sarah, 30 years -	schooner -	62	5	clay -	stranded; total -	3	N.	9	Abermaur Bay, Pembroke.
3 Oct. „	Jules, 10 months -	ketch -	65	5	ballast -	stranded; total -	1	S.W.	9	Between Caldy, and St. Margaret.
9 Dec. „	Louis Munro, 21 years.	barque -	300	13	ballast -	stranded; total -	9	S.S.W.	10	Marlous Sands, Milford Haven.
24 Jan. 1857	Speculator, 3 years	smack -	21	2	culm -	stranded; total -	1	E.N.E.	9	Crowstoe Rock, Linney Head.
7 Oct. „	French Lugger -	lugger -	–	4	ballast -	stranded; partial -	4	S.S.W.	10	Burry River.
10 Oct. 1858	Perseverance -	sloop -	30	3	culm -	stranded; total -	3	S.W.	10	Gilter Head, Penally.
20 Oct. „	Brothers, 18 years	smack -	44	4	"slates" -	dismasted; partial	2	E. by N.	10	5 miles S.W. of the Bishop's Light.
21 Oct. „	Catherine and Jane, 6 years.	schooner -	82	5	stone -	stranded; total -	3	E.N.E.	10	Stokum Island.
19 Nov. „	William, 44 years -	brig -	54	4	coals -	stranded; total -	4	E.N.E.	10	St. George's Channel.
23 Nov. „	Good Hope - -	smack -	22	2	stone -	stranded; total -	1	E.S.E.	6	St. Ann's Head, Milford.
1 Dec. „	Resolution - -	schooner -	56	4	coals -	stranded; total -	1	S.S.E.	10	Monkhaven, Milford.
13 Mar. 1859	Stadfelt, 9 years -	brig -	260	10	logwood -	stranded; total -	5	W.S.W.	8	Carmarthen Bay.

WRECKS and CASUALTIES (exclusive of Collisions) occasioning Loss of Life, 1850 to 1860—England—*continued.*

DATE.	Name of Ship, and Age when known.	Description of Vessel.	Tons.	Men.	Cargo.	Nature of Casualty, and whether Total Loss or Partial Damage.	No. of Lives Lost.	Wind. Direction.	Wind. Force.	PLACE.
Port Einon to St. David's Head. (25.)—continued.										
28 Sept. 1859	Friends, 25 years	ketch	95	6	timber	foundered; total	6	unknown		Helwick Sands.
25 Oct. „	True Bess	smack	18	3	culm	stranded; total	3	N.E.	11	Near Haverfordwest.
26 Oct. „	Merlin, 21 years	sloop	17	3	stone	stranded; total	3	N.N.E.	10	Cold Knapp Point, Carmarthen.
26 Oct. „	Charles Holmes, 7 years.	ship	886	25	general	stranded; total	25	unknown		Near Aberbach.
26 Oct. „	Orion	smack	24	3	slates	foundered; total	3	unknown		Off St. David's.
1 Nov. „	Fairy Queen, 21 yrs.	schooner	77	5	malt	disabled; partial	1	N.W.	12	Fifteen miles S. by W. of the Smalls.
1 Nov. „	Elizabeth, 11 yrs.	brig[e]	76	5	coal	stranded; total	5	W.N.W.	10	South Hookpoint.
29 Dec. „	Sir H. Pottinger, 16 years.	barque	316	16	general, 3 passengers.	stranded; total	1	W.N.W.	–	Cefn Ciden Sands.
26 Jan. 1860	Medora, 12 years	schooner	38	3	coals	capsized; total	3	S.S.E.	8	Monkhouse, two miles E.N.E. of Tenby.
28 Feb. „	Nimrod, 17 years	S. S.	351	20	general, 17 passengers.	stranded; total	37	W.N.W.	1	St. David's Head, Pembroke.
26 May „	Elizabeth, 19 years	sloop	27	3	ballast	stranded; total	1	W.S.W.	6	Whitehorse Reach, Pembroke.
30 Dec. „	Camill, unknown	brig	100	7	unknown	foundered; total	6	S.E.	8	Flimstone Head.
31 Dec. „	Salus, 11 years	snow	292	11	coals	stranded; total	11	S.S.E.	11	At mouth of River Burry, Carmarthenshire.
31 Dec. „	Stag, unknown	schooner	96	5	coals	stranded; total	5	S.S.E.	11	At mouth of River Burry, Carmarthenshire.
31 Dec.	Pilot, 25 years	brig[e]	142	8	coals, 3 passengers.	foundered; total	11	unknown		Between Newport and Cork.

				Cargo.	Ballast.	Unknown.	Total.	Partial.	
TOTAL	44	6,367	325	33	4	7	38	6	245

St. David's Head to Aberdaron, including Bardsey Island. (26.)

5 Feb. 1850	Catherine	sloop	–	3	unknown	stranded; total	3	unknown	Aberystwith.
6 Feb. „	Mary Ann	smack	–	unk.	unknown	stranded; total	unk.	–	Barmouth.
6 Feb. „	Thetis	barque	297	13	coal	stranded; total	10	N.W. 12	Cardigan Bar.
16 Jan. 1851	Stem	brig	–	8	unknown	abandoned; partial	2	unknown	Fishguard.
19 Sept. 1852	Boat	–	unknown		passengers	capsized; total	8	unknown	Aberayron.
10 Oct. „	Lark	ketch	75	5	timber	fonndered; total	5	unknown	Newport.
27 Dec. „	Caroline	smack	–	3	unknown	stranded; partial	1	W. 10	Pwllheli.
20 Sept. 1854	Stornoway	ship	–	25	timber	stranded; total	5	W.N.W. 7	Parn Bwch Causeway near Aberdovey.
18 Oct. „	Margaret	schooner	–	5	coals	foundered; total	3	N.N.E. 10	Fishguard.
20 Dec. „	New Jane	schooner	110	5	coals	stranded; total	1	N.W. 10	Newquay.
30 Sept. 1855	Ivor	unknown	–	5	coals	explosion; partial	1	unknown	Newquay.
6 Feb. 1856	Henry Pratt, 15 years.	ship	589	16	cotton	stranded; total	2	W.S.W. 9	Pwllheli.
6 Dec. „	Cassiebelaunus, 8 years.	barque	534	20	salt	dismasted; partial	2	W.S.W. 10	Between Tuskar and Bardsey.
20 Feb. 1858	Concordia, 14 months.	schooner	108	6	coals	foundered; total	5	S.E. 10	Strumble Head.
30 April „	George	schooner	200	8	salt	foundered; total	7	N. 6	38 miles E. of Tuskar.
10 Sept. „	Glaston Miller, 15 years.	schooner	51	4	coals	stranded; total	2	S.W. 7	1 mile from Bardsey Sound.
18 Oct. „	Vigilant, 21 years	schooner	49	4	coals and salt	foundered; total	4	E. 10	8 miles S. E. Gimlet Rock, Pwllheli.
25 Oct. 1859	Margaret Lloyd, 5 years.	dandy	52	4	slates	foundered; total	4	N.N.W. 12	Cardigan Island.
26 Oct. „	Major Nanney, 19 years.	cutter	43	4	coals	stranded; partial	1	N.E. 12	Whitesand, Cardigan.
26 Oct. „	Eliza, 23 years	schooner	82	5	iron	stranded; total	5	N.E. 12	Porthferin.
26 Oct. „	Twin Sisters, 2 years.	schooner	92	5	coals	foundered; total	5	unknown	Aberystwith.
26 Oct. „	Mathildis, 18 years	schooner	96	6	culm	stranded; total	6	N.N.W. 12	Dina's Head, Cardigan.
26 Oct. „	Swansea Trader, 31 years.	smack	35	3	slates	foundered; total	3	unknown	Dina's Head.
26 Oct. „	Morning Star, 32 years.	sloop	38	4	slates	foundered; total	4	var. 11	Cwyber Creek.
21 Dec. „	Four Brothers, 27 years.	smack	35	3	culm	stranded; total	3	S.W. 10	St. Tudwell's Roads, Carnarvon.

				Cargo.	Ballast.	Unknown.	Total.	Partial.	
TOTAL	25	2,486	164	21	–	4	20	5	92

Wrecks and Casualties (exclusive of Collisions) occasioning Loss of Life, 1850 to 1860—England—*continued.*

Aberdaron to Skerries (Holyhead). (27).

DATE.	Name of Ship, and Age when known.	Description of Vessel.	Tons.	Men.	Cargo.	Nature of Casualty, and whether Total Loss or Partial Damage	No. of Lives Lost.	Wind. Direction.	Wind. Force.	PLACE.
12 Jan. 1851	Franconia	-	-	10	unknown	stranded; total	10	unknown		Near Rhoscolyn.
20 June „	Flora	unknown	-	-	unknown	stranded; partial	-	unknown		Holyhaven.
8 Dec. „	Robert Bradford	barque	-	12	wine	stranded; total	12	unknown		Holyhead.
11 May 1852	Hope	flat	50	3	coals	foundered; total	3	unknown		At sea, Irish Channel.
17 Dec. „	Lark	ketch	75	5	timber	foundered; total	5	unknown		Irish Channel.
26 June 1853	Matilda	brig	145	7	palm oil	stranded; total	1	S.W.	6	Holyhead (South Stack).
18 Oct. 1854	Albion	schooner	-	3	unknown	stranded; total	2	E.N.E.	10	Holyhead.
17 Dec. „	Aletta Charlotte	schooner	87	5	wheat	stranded; total	5	W.S.W.	9	Aberfraw, Carnarvon Bay.
2 Mar. 1855	John Bannerman	ship	1,131	30	cotton	stranded; total	6	S.W.	7	Near Holy Island, Carnarvon Bay.
16 Mar. „	Southern Cross	ship	450	18	clay	stranded; partial	1	S.W.	9	Rhoscolyn.
12 Feb. 1856	William Carey, 7 years.	ship	658	22	general	stranded; partial	1	S.S.W.	8	Carnarvon Bar.
8 July „	Adelaide	brig	72	3	ballast	stranded; total	1	W.N.W.	10	Holyhead Bay.
3 Dec. „	Sarah Ellen, 1 year	brig	120	7	copper	dismasted; partial	2	S.S.W.	11	Holyhead.
5 Feb. 1857	Sully, new	barque	330	17	general	stranded; total	15	S.W.	8	Carnarvon Bay.
25 Oct. 1859	Beatrice Catherine	smack	34	3	culm; one passenger.	stranded; total	4	N.N.E.	10	Porthor Bay.
25 Oct. „	Villa, 4 years	barque	441	15	sugar	stranded; total	1	N.E.	12	Porthcolmond.
26 Oct. „	Claudia, 9 years	smack	29	3	lead	foundered; total	3	unknown		Porthor Bay.
26 Oct. „	Priscilla, 14 years	sloop	32	3	lead	foundered; total	3	unknown		Porthor Bay.
26 Oct. „	Eliza, 24 years	schooner	82	5	unknown	foundered; total	5	unknown		Porthdinllaen.
4 Dec. „	Cambria, 56 years	schooner	68	4	china; clay	loss of sails; partial	1	S.W.	9	Between St. David's Head and Calf of Man.
27 Feb. 1860	Robert Mills	barque	488	13	iron	stranded; total	1	W.N.W.	10	Penrhyn Rocks, 8 miles S. of Holyhead Bay.
29 Aug. „	John, 19 years	schooner	75	5	coals	Loss of sails; partial	1	N.W.	7	Off Holyhead.

				Cargo.	Ballast.	Unknown.	Total.	Partial.	
TOTAL	22	4,367	193	17	1	4	16	6	83

Skerries (Holyhead) to Lytham. (28).

5 Feb. 1850	Maria	flat	-	2	unknown	foundered; total	-	unknown		Hoylake.
30 Mar. „	Brothers	-	-	3	unknown	stranded; partial	3	S.E.	11	Beaumaris.
4 Aug. „	Prince Arthur	S. S.	-	10 supd.	unknown	stranded; total	2	unknown		Southport.
26 Aug. „	Margaret Hughes	schooner	-	5	unknown	stranded; total	5	-	-	Point of Ayr.
26 Aug. „	Unknown	schooner	-	8	general	stranded; total	8	-	-	West Hoyle Bank.
21 Sept. „	Charles	schooner	-	5	unknown	foundered; total	4	-	-	Skerries, Holyhead.
7 Oct. „	Arcturus	-	-	2	unknown	stranded; total	2	-	-	Crosby Point.
7 Oct. „	Providence	-	-	23	unknown	stranded; total	11	-	-	Burbo Bank.
7 Oct. „	Hellene	-	-	5	unknown	stranded; total	5	-	-	Southport.
15 Jan. 1851	Nautilus	unknown	-	9	unknown	stranded; total	9	S.E. to S.	10	Near Skerries, Holyhead.
31 Mar. „	Ebenezer	schooner	-	6	meal	stranded; total	2	-	-	River Ribble.
24 Aug. „	John	smack	-	6	unknown	foundered; total	6	-	-	Mersey.
24 Aug. „	Robert Skerrett	sloop	-	5	coals	foundered; partial	5	-	-	Bootle Bay.
24 Aug. „	Joss	-	-	3	lime	foundered; total	3	-	-	Mersey.
24 Aug. „	unknown	smack	-	6	unknown	foundered; total	6	-	-	Jordan's Bank, Victoria Channel.
25 Sept. „	unknown	schooner	-	5	unknown	foundered; total	4	N.	unk.	Bell Buoy, Liverpool.
26 Sept. „	Eliza, 5 years	schooner	52	4	iron	stranded; total	3	N.N.E.	7	Burbo Bank.
26 Sept. „	Eliza and Catherine	unknown		-	unknown	stranded; partial	1	-	-	Rhyl.
20 Nov. „	Emma	brig	153	10	oil, &c.; two passengers.	stranded; total	12	-	-	Burbo Bank.
8 Jan. 1852	Jane and Sarah	smack	-	3	unknown	stranded; partial	2	-	-	Liverpool.
18 May „	Union	sloop	20	2	coals	stranded; total	2	N.E.	8	Penmon Mawr.
2 June „	Sarah	sloop	25	4	oatmeal	stranded; total	1	W.S.W.	5	River Ribble.
11 Aug. „	George Stone	sloop	24	3	coals	stranded; total	unk.	S.W.	9	Dulas Island.
29 Sept. „	Harriett	sloop	24	3	coals	stranded; total	4	E.N.E.	9	Dutchman's Bank, Beaumaris.
2 Oct. „	Lytham Life Boat	-	-	8	crew	capsized; partial	8	-	-	Lytham.
25 Nov. „	Atlas	unknown		2	unknown	foundered; total	2	unknown		Penman Bach.
25 Nov. „	Lovely Sea	flat	-	2	unknown	stranded; total	1	unknown		Beaumaris.
22 Jan. 1853	Govan Hill	schooner	-	5	oatmeal	stranded; total	5	W.	10	West Hoyle.
26 Feb. „	Irene	barque	-	16	general, and passengers.	capsized; total	11	N.W.	11	Mersey.
26 Feb. „	Ellen	schooner	-	3	iron	stranded; total	3	N.	10	Horse Bank, Liverpool.
24 April „	Speculation	flat	-	2	limestone	stranded; total	1	unknown		Burbo Bank.
5 Nov. „	Mary and Jane	smack	29	4	wheat	stranded; total	1	E.S.E.	2	Skerries, Holyhead.

Wrecks and Casualties (exclusive of Collisions) occasioning Loss of Life, 1850 to 1860—England—*continued.*

Skerries, Holyhead, to Lytham—continued.

DATE.	Name of Ship, and Age when known.	Description of Vessel.	Tons.	Men.	Cargo.	Nature of Casualty, and whether Total Loss or Partial Damage.	No. of Lives Lost.	Wind. Direction.	Wind. Force.	PLACE.
6 Dec. 1853	E. Z.	unknown	-	-	passengers	distress; partial	19	unknown	-	At sea, put into Liverpool.
30 Dec. „	Sophia	brige	-	6	unknown	stranded; total	6	N.	6	West Hoyle.
18 Feb. 1854	Cherokee	-	265	17	general	stranded; partial	11	N.W.	10	East Hoyle.
18 Mar. „	Unknown	sloop	16	2	unknown	foundered; total	1	N.W.	8	Orme's Head.
26 June „	May	flat	-	4	unknown	foundered; total	3	S.W.	8	Rhyl.
27 June „	Saint Paul	schooner	-	5	iron ore	stranded; partial	1	S.W.	6	Great Burbo Bank.
18 Oct. „	Speedwell	sloop	-	3	unknown	foundered; total	3	N.N.E.	10	West Mouse, Anglesey.
18 Oct. „	Unknown	-	-	3	unknown	foundered; total	3	N.N.E.	10	3 miles N.N.W. of Amlwich.
20 Dec. „	Sister Anne	brig	133	7	coals	stranded; total	5	N.	9	Luke's Point, Bangor.
10 Apr. 1855	Brailsford	schooner	-	8	general	stranded; total	8	unknown	-	West Hoyle.
3 Aug. „	Retriever	ship	-	20	unknown	capsized; partial	2	unknown	-	Mersey.
5 Feb. 1856	Priscilla, 29 years	smack	29	3	unknown	foundered; total	3	unknown	-	Conway Bay.
24 Nov. „	British Token	schooner	54	4	grain	stranded; partial	1	W.N.W.	9	Crusader Bank.
4 Jan. 1857	Ann	sloop	50	3	coals	stranded; total	1	N.E.	10	2 miles East of Abergele.
23 Jan. „	Eloisa, new	ship	798	24	iron	stranded; partial	2	N.N.W.	10	Beaumaris.
23 Jan. „	Confederation, 2 yrs.	ship	1,200	24	grain	stranded; total	3	N.W.	9	Great Burbo Bank.
15 Mar. „	Melbourne, 9 years	ship	1,212	28	timber	stranded; partial	6	W.	11	Southport.
22 Jan. 1858	Mary Johanna, 17 years.	schooner	118	6	iron	stranded; total	1	N. by W.	9	Dutchman's Bank, Beaumaris.
12 Oct. „	Red Rover, 29 yrs.	schooner	67	3	iron ore, 3 passengers.	foundered; total	2	N.W.	8	Hoyle Bank.
11 Mar. 1859	Hope	schooner	50	3	vitriol	foundered; total	3	N.W.	10	Netherton.
25 Oct. „	Messenger	smack	30	3	iron	stranded; partial	3	E.N.E.	9	Near Penmon.
26 Oct. „	Agnes	brig	116	6	ballast	stranded; total	2	N.N.E.	12	Point Lynas.
26 Oct. „	Royal Charter, 4 years.	S.S.	2,719	110	general, 388 passengers.	stranded; total	446	N.E.	12	Moelfre.
26 Oct. „	Fame, 32 years	sloop	52	2	fuel	foundered; partial	1	N.N.W.	10	Off Mostyn.
7 Dec. „	Tyrol	barque	500	19	corn	foundered; total	19	unk.	10	Little Burbo Bank.
2 Feb. 1860	Red Jacket, 8 years.	flat	61	2	flour	foundered; total	3	N. by E.	12	Burbo Bank.
9 Apr. „	Commerce, 25 yrs.	sloop	46	3	stone	foundered; total	1	N.N.W.	6	Llandudno Bay, 3 miles North of Conway.
12 Oct. „	Ada, 7 years	yacht	8	2	ballast	foundered; total	2	unknown	-	Salthouse Banks, Lytham.
17 Dec. „	Sarah, 42 years	sloop	16	2	coals	foundered; total	2	unknown	-	Supposed near Cemaes, Anglesey.
19 Dec. „	Granville et Bordeaux.	schooner	61	5 and Pilot	salt	stranded; total	6	unknown	-	Taylor's Bank, near Liverpool.

				Cargo.	Ballast	Unknown.	Total.	Partial.	
TOTAL	62	7,928	502	37	2	23	48	14	703

Lytham to Whitehaven. (29.)

DATE.	Name of Ship, and Age when known.	Description of Vessel.	Tons.	Men.	Cargo.	Nature of Casualty, and whether Total Loss or Partial Damage.	No. of Lives Lost.	Wind. Direction.	Wind. Force.	PLACE.
8 Oct. 1850	Lion	unknown	-	-	indian corn	stranded; partial	-	unknown	-	Fleetwood.
25 Dec. 1852	Denison	unknown	-	-	unknown	stranded; partial	2	unknown	-	Fleetwood.
27 Dec. „	Richard	schooner	-	5	barley	capsized; total	4	S.W.	10	Duddon Bar.
29 Dec. „	Duchess Lancaster	schooner	-	5	unknown	stranded; partial	3	unknown	-	Ulverstone.
26 Feb. 1853	Vigo	schooner	52	4	iron ore	stranded; total	4	N.	11	North end of Walney Island.
2 Apr. „	Success	schooner	-	4	clay	stranded; partial	1	-	9	Fleetwood.
22 Apr. „	Richardson	brig	-	12	unknown	foundered; total	12	unknown	-	Near St. Bees Head.
21 Oct. „	Emerald	schooner	-	3	grain	stranded; total	3	W.	9	Duddon River.
30 Jan. 1854	Lady Maxwell	schooner	-	5	unknown	abandoned; partial	1	S.W.	9	Ulverstone Sands.
15 Mar. 1857	Sea	ship	807	22	cotton	stranded; partial	1	W.S.W.	11	Haverigg Point, Duddon River.
16 Mar. „	William Owens, 3 years.	barque	297	14	oil	stranded; partial	1	S.W.	7	Morecambe Bay.
15 Feb. 1859	Bay, 12 years	sloop	57	3	pig iron	stranded; total	3	W.	7	Hawse Point.
26 Oct. „	Severn	unknown	67	5	coal	foundered; total	5	unknown	-	Piel Lancashire.
22 Jan. 1860	Ann Mitchell	schooner	70	4	oats	stranded; total	3	W.N.W.	10	Burnet Sand.
3 Oct. „	Haidee, 8 years	schooner	27	4	general	stranded; partial	1	N.W.	9	Blackpool Beach.

				Cargo.	Ballast	Unknown.	Total.	Partial.	
TOTAL	15	1,377	90	11	–	4	7	8	44

Wrecks and Casualties (exclusive of Collisions) occasioning Loss of Life, 1850 to 1860—England—*continued.*

DATE.	Name of Ship, and Age when known.	Description of Vessel.	Tons.	Men.	Cargo.	Nature of Casualty, and whether Total Loss or Partial Damage.	No. of Lives Lost.	Wind. Direction.	Wind. Force.	PLACE.
					Whitehaven to Mull of Galloway. (30.)					
29 Jan. 1854	Ellen - - -	smack -	–	4	unknown -	stranded; total -	2	S.W.	9	Whitehaven.
3 Nov. 1855	William and Sarah	brig[e] -	99	5	ballast -	stranded; partial -	2	S.W.	9	Kircudbright.
18 Dec. „	Philippo - -	brig[e] -	103	6	coals - -	stranded; partial -	1	S.	9	Manxman's Lake.
19 Dec. „	Robert Boyle -	schooner	72	5	salt - -	stranded; total -	5	S.E.	9	Luce Bay.
20 Nov. 1857	Mary, 38 years -	smack -	25	3	coals - -	stranded; total -	3	S.E.	1	Milton Sands, Dumfries.
7 Oct. 1858	Catherine and Hannah.	smack -	19	3	grain - -	stranded; total -	1	S.W.	9	Maryport.
10 Mar. 1859	Isaiah, 6 years -	schooner	139	5	coals - -	loss of spars; partial	1	S.S.W.	8	Mull of Galloway.
27 Mar. „	Thetis - - -	wherry	58	4	coals - -	stranded; total -	2	E.	9	Ross Light.
31 Mar. „	Ann, 66 years -	brig -	86	4	coals - -	stranded; total -	4	S.S.W.	3	5 miles S.S.W. of the Ross Light.
9 Sept. „	Elizabeth, 70 years	sloop -	37	4	rails; 1 passenger.	stranded; total -	1	W.	7	Wigton Bay.
4 Dec. „	Margaret and Ann	smack -	25	3	manganese -	stranded; partial -	3	S.S.W.	8	Near Allonby.
4 Dec. „	Juno - - -	brig[e] -	96	6	coals - -	stranded; total -	6	- unknown -		Near Southerness.

				Cargo.	Ballast.	Unknown.	Total.	Partial.	
TOTAL - - -	12	759	52	10	1	1	8	4	31

					Mangold Head round N.W. to Jurby Point, Isle of Man. (31.)					
30 Oct. 1852	Kate or Kent -	schooner	110	7	unknown -	foundered; total -	7	S. to S.E.	8	Bahama Bank.
30 Sept. 1857	Friends - -	brig -	129	6	iron - -	foundered; total -	1	S.E.	8	Ramsey.
20 Jan. 1859	Midge, 2 years -	S.S. -	83	9	general -	loss sails; partial -	1	S.E.	10	Point of Ayr.
9 Feb. „	Vixen - - -	schooner	283	13	general -	stranded; total -	6	S.S.W.	8	Bahama Bank.
31 Mar. „	Dove, 62 years -	brig -	82	4	coals - -	stranded; total -	4	S.W.	8	Bahama Bank.

				Cargo.	Ballast.	Unknown.	Total.	Partial.	
TOTAL - - -	5	687	39	4	—	1	4	1	19

					Jurby Point to Calf of Man. (32.)					
22 Oct. 1854	Unknown - -	schooner	–	3	unknown -	foundered; total -	3	S.S.W.	9	Calf of Man.
20 Dec. 1857	Earl of Carrick, 2½ years.	S.S. -	135	15	general -	stranded; total -	13	S.W.	10	Dalby Point, Piel.
8 Apr. 1858	Jeune St. Charles	schooner	58	6	flour - -	stranded; total -	2	S.E.	10	Thousla Rock, Calf of Man.
24 July „	Duke of Richmond	sloop -	30	3	coals - -	stranded; total -	1	N.N.W.	8	Whitestrand, Isle of Man.
26 Oct. 1859	Martha Grace, 27 years.	schooner	60	3	coals - -	loss of sails; partial	2	E.N.E.	12	Calf of Man.
26 Oct. „	Petrel, 19 years.	schooner	58	4	iron - -	stranded; total -	1	N.N.E.	11	Calf of Man.

				Cargo.	Ballast.	Unknown.	Total.	Partial.	
TOTAL - - -	6	341	34	5	–	1	5	1	22

					Calf of Man to Mangold Head. (33.)					
27 Nov. 1852	Unknown (Swede)	barque -	400	12	tea - -	foundered; total -	2	- Unknown -		Isle of Man.
28 Dec. „	Lilly - - -	brig -	196	13	general -	explosion; total -	36	S.W.	11	Isle of Man.
29 Dec. „	Iris - - -	barque -	--	12	coals - -	abandoned; total -	2	–	–	15 miles N.E. of the Calf of Man.
31 Mar. 1853	Providor - -	schooner	70	5	salt - -	stranded; total -	4	S.S.E.	7	Longness Point.
1 Apr. „	William Henry -	schooner	91	5	ballast -	stranded; partial -	1	S.E.	9	Derby Haven.
31 Mar. 1857	Mary Hoghton -	schooner	70	4	wheat - -	stranded; total -	5	E.	11	Kirkmichael Douglas.
21 Jan. 1860	Jane Margaret -	sloop -	40	3	ballast -	stranded; total -	2	S.E.	9	Banks Rock, 3 miles E. of Douglas.

				Cargo.	Ballast.	Unknown.	Total.	Partial.	
TOTAL - - -	7	867	54	5	2	–	6	1	52

Wrecks and Casualties (exclusive of Collisions), occasioning Loss of Life, 1850 to 1860—*continued.*

SCOTLAND.

DATE.	Name of Ship and Age when known.	Description of Vessel.	Tons.	Men.	Cargo.	Nature of Casualty, and whether Total Loss or Partial Damage.	No. of Lives Lost.	Wind. Direction.	Wind. Force.	PLACE.
						Mull of Galloway to Icolmkil (exclusive of Kintyre and Islay). (1.)				
6 Feb. 1850	Jubilee, 13 years	brig	253	9	unknown	stranded; total	5	W.	–	Girvan.
18 June „	Orion	S. S.	460	38	general and 212 passengers.	stranded; total	41	N.W.	1	Port Patrick.
30 Oct. „	Betsey	sloop	–	3	unknown	foundered; total	3	–	–	Arran.
14 May 1852	Laura Denis	schooner	120	5	coals	foundered; total	5	S.E.	9	Ailsa Craig.
27 Dec. „	Nuova Fortuna, 7 years.	barque	292	16	coals	stranded; total	3	S.W.	–	Port Logan.
16 Feb. 1853	Aid	schooner	36	3	coals	foundered; total	3	–	–	Between Caledonian Canal and Glasgow.
1 Apr. „	Pilgrim	schooner	90	4	coals	foundered; total	4	W.	8	Ballantrae.
8 Feb. 1854	Eleanor	schooner	–	6	unknown	stranded; total	6	N.W.	10	Loch Ryan.
22 Dec. „	E. Kate	unknown	–	5	unknown	stranded; partial	5	N.N.W.	9	East Bay, Troon.
22 Feb. 1855	Unknown	unknown	–	–	unknown	stranded; total	2	unknown	–	Arran Island.
27 Apr. „	Catherine	sloop	–	3	bark	capsized; total	2	unknown	–	Loch Sweyne, Greenock
6 Feb. 1856	Eugenie	brig	150	8	salt	stranded; total	7	W.S.W.	11	Port Patrick Harbour.
9 Feb. „	Blossom, 12 years	smack	40	3	oatmeal	stranded; total	2	W.N.W.	11	Loch Crinan.
10 Feb. „	Defiance, 12 years	schooner	84	5	iron	stranded; total	3	N.E.	9	Sturm Point.
6 Mar. 1858	Panaghi Cassianni	brig	375	13	coals	stranded; total	2	W.N.W.	10	Ayr.
1 Feb. 1859	Experiment, 16 years	sloop	51	3	iron	stranded; total	2	W.S.W.	9	Horse Island, Ardrossan.
21 Mar. „	Lady Ellen Stewart, 20 years.	sloop	22	2	coals	stranded; total	1	W.N.W.	5	Port Logan, Wigton.
9 Sept. „	Grace Darling, 17 years.	sloop	19	2	coals	stranded; total	2	S.W.	10	Carradale Bay.
9 Sept. „	Phœbe, 14 years	schooner	65	4	iron	stranded; partial	1	W.	9	Kilchattan Bay, Bute.
27 Feb. 1860	Success	brigantine	75	5	wheat	stranded; total	5	N.W. by W.	12	Irvine Bar, Ayr.
3 Oct. „	Agnes Anderson, 6 years	ship	1,088	25	ballast	stranded; total	2	W.N.W.	12	Port Spittle, near Port Patrick.
3 Oct. „	Caledonia, 6 years	schooner	75	3	ballast	abandoned; partial	3	N.W.	12	Lamlash, Arran.
3 Oct. „	Jenny Lind, 13 years.	smack	43	3	coals	foundered; total	3	S.W.	12	Blackwater, Arran.
26 Nov. „	Lydia, 19 years.	ship	433	19	general	stranded; partial	3	E.	11	4 miles N. of Blackwater Head.

				Cargo.	Ballast.	Unknown.	Total.	Partial.	
TOTAL	24	3,771	187	17	2	5	20	4	115

						Icolmkil to Hanish Point. (2.)					
19 Aug. 1850	Mandane	barque	–	12	general	stranded; total	7	N.W.	10	Tobermorey.
8 Jan. 1852	Elizabeth	sloop	21	4	herrings	stranded; total	4	N.E.	10	Loch Mangary.
24 Dec. 1855	Ohio	brigantine	96	6	oats	stranded; partial	1	S.W.	10	Island of Mull, W. side.
19 Jan. 1860	Swan	smack	13	3	bricks	stranded; total	3	unknown	–	W. side of Island of Tirree.
3 Oct. „	Elizabeth, 13 years	smack	19	3	sheep and 1 passenger.	stranded; total	2	N.W.	12	Drimmen Morven, opposite Tobermorey.
3 Oct. „	Kitty, 24 years	smack	6	2	coals and 1 passenger.	stranded; total	1	–	12	Ditto.
3 Oct. „	Ann and Jane, 34 years.	smack	19	3	ballast and 5 passengers.	stranded; partial	2	N.W.	12	Glenmore, Loch Sunart.
3 Oct. „	Francis Yates, 21 years.	barque	183	8	timber	stranded; total	8	N.W.	12	Island of Coll.

				Cargo.	Ballast.	Unknown.	Total.	Partial.	
TOTAL	8	357	41	7	1	–	6	2	28

						Hanish Point to Cape Wrath. (3.)					
9 Mar. 1850	George	sloop	–	3	unknown	stranded; total	suppd 3	–	–	W. coast of Sutherlandshire.

				Cargo.	Ballast.	Unknown.	Total.	Partial.	
TOTAL	1	–	3	–	–	1	1	–	3

Wrecks and Casualties (exclusive of Collisions), occasioning Loss of Life, 1850 to 1860—Scotland—*continued.*

DATE.	Name of Ship, and Age when known.	Description of Vessel.	Tons.	Men.	Cargo.	Nature of Casualty, and whether Total Loss or Partial Damage.	No. of Lives Lost.	Wind.		PLACE.
								Direction.	Force.	
					Butt of Lewis to Barry Head (East Side). (4.)					
9 Mar. 1850	Laurence O'Connor Doyle,	schooner	–	5	unknown -	stranded; total -	2	–	–	On the Lewis.
5 Dec. „	Enterprise, 9 years	schooner	86	5	salt, 2 passengers.	stranded: total -	1	S.W. by S.	–	Tavay, Stornoway,
11 Mar. 1851	Fishing boat - -	- -	–	4	fishing -	capsized; total -	4	–	9	Island of Barra.
28 Sept. 1853	Annie Jane - -	- -	–	360 in all.	passengers -	stranded; total -	360	W.	11	Vatersa, Hebrides.
27 Jan. 1854	W. H. Davies -	sloop -	876	24	salt - -	stranded; total -	23	–	11	Vatersa, Hebrides.
11 Jan. 1856	Sliepner, 5 years -	schooner	75	6	ballast -	dismasted; partial	1	N.N.E.	12	Stornoway,
1 Jan. 1859	Minnie Harley -	brigantine	94	6	tar, &c. -	foundered: total -	2	- unknown -		Port Ness, Island of Lewis.
27 Jan. „	William Sorlie, 19 years.	brig -	233	12	general -	stranded; total -	1	S.E. by E.	10	Eoligary Sands, Barra.
15 Mar. 1860	Bertha - -	brig -	110	6	salt - -	stranded; total -	5	N.W.	9	Eoligary, Barra.
17 Mar. „	Fishing boat -	lugger -	5	6	ballast -	foundered; total -	6	- unknown -		Near Butt of Lewis (sailed from Skigersta).
3 Oct. „	Fishing boat -	lugger -	5	4	ballast -	capsized; total -	4	N.W.	12	Broadbay, Island of Lewis.
					Cargo. / Ballast. / Unknown.	Total. / Partial.				
	TOTAL - - -	11	1,484	438	7 / 3 / 1	10 / 1	409			
					Darry Head to Butt of Lewis (West Side). (5.)					
4 Feb. 1854	Mazeppa - -	unknown	–	10	general -	stranded; total -	10	- unknown -		Malista Uig, Island of Lewis.
10 Jan. 1858	Miranda, 2½ years	brig -	150	8	bricks -	foundered; total -	1	W.S.W.	9	4 miles from Pabby, Isle of Harris.
					Cargo. / Ballast. / Unknown.	Total. / Partial.				
	TOTAL - - -	2	150	18	2 / – / –	2 / –	11			
					Cape Wrath to Noss Head; including the Orkneys and Pentland Firth. (6.)					
24 Mar. 1850	Russian vessel - -	brig -	–	8	timber -	stranded: total -	3	unknown	–	Calfhead, North Orkneys.
30 Mar. „	Emma - - -	unknown	–	10	unknown -	stranded; total -	10	S.	11	South Ronaldshay.
30 Mar. „	Sylphiden - -	unknown	–	4	unknown -	foundered; total -	4	unknown	–	South Ronaldshay.
25 Aug. „	Ellinor - - -	schooner-	–	4	unknown -	foundered; total -	4	S.W.	11	Loch Eribol.
11 Feb. 1853	Antelope - -	brig -	250	10	ballast -	stranded; total -	4	N.E.	11	Papa Westray, Orkneys.
29 Sept. 1854	Robert and Alice -	sloop -	–	3	herrings -	stranded; total -	3	N.W.	6	Hoy Sound, Orkneys.
25 Feb. 1855	Emeiheiden - -	brig -	218	10	salt and cotton.	stranded; total -	10	N.W.	5	Cape Wrath, 3 miles.
5 June „	Haddock boat -	- -	–	13	nil - -	foundered; total -	13	unknown	–	Mabray Head.
16 Sept. 1856	Ahti, 5 years -	schooner-	120	7	general -	stranded; total -	6	W.N.W.	10	Dunnet Head.
9 Mar. 1858	Thorwaldsen, 13 years.	barque -	299	12	coals and 2 passengers.	stranded; total -	8	N.	11	Strathy Bay.
30 Sept. „	Albacore - -	smack -	47	9	ballast -	dismasted; partial -	2	W.N.W.	10	Cape Wreath and Whitenhead.
9 Mar. 1859	Lord Mulgrave -	barque -	417	14	coals - -	stranded; total -	5	S.W.	11	Buckness, Orkneys.
17 Mar. 1860	Fishing boat - -	lugger -	10	8	ballast- -	capsized; partial -	8	unknown	–	Supposed near Thurso.
3 Oct. „	W. W. Scott, 1 year.	brig -	212	10	timber- -	capsized; total -	10	unknown	–	Westra, Orkneys.
3 Dec. „	Nicolai Daniel, unknown.	brig -	150	say 8	linseed -	stranded; total -	8	E.S.E.	unk.	Trimmer Goe Head, Greenwall, Orkneys.
					Cargo. / Ballast. / Unknown.	Total. / Partial.				
	TOTAL - - -	15	1,723	130	8 / 4 / 3	13 / 2	98			

Wrecks and Casualties (exclusive of Collisions) occasioning Loss of Life, 1850 to 1860—Scotland—*continued*.

DATE.	Name of Ship, and Age when known.	Description of Vessel.	Tons.	Men.	Cargo.	Nature of Casualty and whether Total Loss or Partial Damage.	No. of Lives Lost.	Wind. Direction.	Wind. Force.	PLACE.
Sumburgh Head to Unst, Shetland Isles (West Side). (7.)										
31 Jan. 1854	Charles Jones -	barque -	369	16	general -	stranded; total -	16	W.S.W.	12	Esha Ness.
					Cargo. / Ballast. / Unknown.	Total. / Partial.				
TOTAL - - -	1	369	16	1 / - / -	1 / -	16				
Unst to Sumburgh Head, Shetland Isles (East Side). (8.)										
4 Nov. 1850	Lark - - -	boat -	-	3	cattle - -	stranded; partial -	3	N.W.	10	Holmes Rocks, Bressay.
6 July 1854	Fishing Boat -	Unknown	-	6	none - -	capsized; total -	4	N.E.	7	Shetland.
					Cargo. / Ballast. / Unknown.	Total. / Partial.				
TOTAL - - -	2	-	9	1 / 1 / -	1 / 1	7				
Noss Head to Tarbet Ness, including Dornoch Firth. (9).										
12 Dec. 1851	2 Fishing Boats -	unknown -	-	8	unknown -	foundered; total -	8	unknown	-	Brora.
9 May 1860	Petty, 3 years -	lugger -	-	5	fish - -	capsized; total -	1	E.N.E.	10	Helmsdale Bar, County Sutherland.
					Cargo. / Ballast. / Unknown.	Total. / Partial.				
TOTAL - - -	2	-	13	1 / - / 1	2 / -	9				
Tarbet Ness to Coulard Hill, including the Moray Firth. (10.)										
— Nil. —										
Coulard Hill to Cairnbulg. (11.)										
16 Nov. 1851	Edward - -	smack -	51	4	fish - -	stranded; total -	4	N.N.E.	10	Cairnbulg Head.
29 Sept. 1852	Dolphin, 23 years -	sloop -	27	3	fish - -	stranded; partial -	1	N.E.	10	Spey Bay.
23 Feb. 1853	2 Fishing Boats -	unknown	-	11	fish - -	foundered; total -	11	unknown	-	Lossiemouth.
15 Aug. 1857	Earl Clarendon, 1 year.	schooner -	83	5	coals - -	stranded; total -	2	E.N.E.	3	Macduff.
23 Nov. „	Janet and Ann -	schooner -	19	3	timber -	stranded; total -	3	W.S.W.	12	Banff.
23 Nov. „	5 Fishing Vessels -	smacks -	100	43	fishing -	stranded; total -	39	W.S.W.	12	Buckie and Port Knockie.
1 May 1858	Lady Abercrombie, 13 years.	schooner -	52	4	coals - -	stranded; total -	2	N.N.E.	10	1 mile west of River Spey.
3 Oct. 1860	Julia, 1 year -	schooner -	198	8	timber -	stranded; total -	2	W.	12	1 mile west of Roseheaty.
3 Oct. „	Jane and Mary, 12 years.	schooner -	67	5	coals - -	stranded; total -	5	N.N.W.	11	1 mile east of Speymouth.
3 Oct. „	Ann Garrow -	sloop -	5	2	timber -	capsized; total -	2	N.W.	11	Trouphead, Banff.
3 Oct. „	Fishing Boat -	sloop -	Say 10	2	ballast -	foundered; total -	2	N.N.E.	12	Speymouth.
					Cargo. / Ballast. / Unknown.	Total. / Partial.				
TOTAL - - -	11	612	90	10 / 1 / -	10 / 1	73				
Cairnbulg to Buchan Ness. (12.)										
1 Nov. 1852	Adler, 11 years -	brig -	231	9	timber -	leaky; partial -	1	S.S.W.	10	Peterhead.
4 Nov. „	Mary - - -	unknown -	-	6	unknown -	foundered; total -	6	unknown	-	Peterhead.
9 Jan. 1854	Everhardus - -	gal. -	50	4	ballast -	foundered; total -	4	E.N.E.	10	Between Rattray and Scotch Townheads.

Wrecks and Casualties (exclusive of Collisions) occasioning Loss of Life, 1850 to 1860—Scotland—*continued.*

DATE.	Name of Ship, and Age when known.	Description of Vessel.	Tons.	Men.	Cargo.	Nature of Casualty, and whether Total Loss or Partial Damage.	No. of Lives Lost.	Wind. Direction.	Wind. Force.	PLACE.
					Cairnbulg to Buchan Ness—(12) continued					
1 Nov. 1859	Northern Maid, 7 years.	sloop -	36	2	oil and fish -	stranded ; total -	1	E. by S.	10	North Head, Peterhead.
3 Oct. 1860	Lady Abercromby, 4 years.	schooner -	56	4	herrings -	foundered ; total -	4	W.N.W.	11	Drifted ashore at Scotstown Head.
3 Oct „	Emanuel, 8 years -	galliot -	89	5	herrings -	stranded ; total -	1	N.	12	Rattray Head.

				Cargo.	Ballast.	Unknown.	Total.	Partial.	
TOTAL - - -	6	462	30	4	1	1	5	1	17

Buchan Ness to Dunnotar Head. (13.)

4 Jun. 1852	Joseph, 9 years -	schooner -	51	4	slate - -	stranded ; partial -	1	N.E.	9	Aberdeen.
26 Nov. „	Venus, 14 years -	brig -	134	7	coals - -	stranded ; partial -	6	S.S.E.	10	Aberdeen.
26 Nov. „	Annitstead, 27 years	brig -	132	6	coals - -	stranded ; total -	5	S.S.E.	10	Aberdeen.
1 Apr. 1853	Duke of Sutherland	S.S. -	514	52	general and passengers -	stranded ; total -	16	S.E.	9	Aberdeen.
9 Oct. „	Eliza - - -	schooner -	130	7	cotton -	stranded ; total -	1	S.S.W.	4	River Ythan.
6 Jan. 1854	Halcyon - -	brig -	170	8	unknown -	stranded ; total -	1	E.S.E.	9	Newburgh, 200 yards north of Ythan.
31 Mar. 1857	Hilldine Annetta -	schooner -	80	6	battens -	abandoned ; partial	6	S.E.	9	Towed into Aberdeen.
18 Feb. 1858	Sir William Wallace, 9 months - -	tug -	11	3	ballast -	stranded ; total -	1	S.W.	5	Girdle Rocks, Aberdeen.
3 Oct. 1860	Ellen and Catherine, unknown -	schooner -	46	4	slates - -	foundered ; total -	4	W.N.W.	11	Supposed off Aberdeen.
22 Nov. „	Helene, unknown -	schooner -	- unknown -		bones - -	derelict ; total -	unk.	S.S.W.	10	3 miles E.N.E. of Stonehaven,
22 Nov. „	Buchan, 1 year -	schooner -	89	8	general -	stranded ; total -	5	E.S.E.	9	Study Head, near Cruden, 12 miles W.S.W. of Peterhead.

				Cargo.	Ballast.	Unknown.	Total.	Partial.	
TOTAL - - -	11	1,357	105	9	1	1	8	3	46

Dunnotar Head to Arbroath. (14.)

1 Nov. 1852	Charlotte Frederike	schooner -	186	3	timber - -	leaky ; partial -	1	unknown	–	Montrose.
26 Nov. „	Edward, 64 years -	brig -	76	4	coals - -	stranded ; total -	4	S.E.	10	North Esk.
26 Nov. „	Jeannette and Isabella, 12 years -	scho ner -	56	4	grain - -	foundered ; total -	4	S.E.	10	North Esk.
26 Nov. „	Helen and Jean, 12 years.	schooner -	138	7	coals - -	foundered ; total -	7	S.E.	10	Katterline Coast Guard Station.
26 Nov. „	Forester - -	schooner -	4	4	coals - -	stranded ; total -	3	–	–	Montrose.
6 Jan. 1854	Dewdrop - -	brig -	230	10	coals - -	stranded ; total -	1	S.E.	8	Arbroath.
9 Jan. „	Commerce - -	schooner -	76	5	wheat - -	stranded ; total -	4	E.	9	Arbroath.
10 Jan. „	Mould - -	- -	225	8	unknown -	stranded ; total -	8	E. by S.	10	Johnshaven.
29 Mar. 1857	Happy Return, 57 years.	schooner -	63	4	coals - -	foundered ; total -	1	S.S.E.	10	25 miles S.S.E. of Stonehaven.

				Cargo.	Ballast.	Unknown.	Total.	Partial.	
TOTAL - - -	9	1,074	49	8	–	1	8	1	33

Arbroath to Fife Ness (including Firth of Tay). (15.)

16 Mar. 1850	British King -	unknown -	–	–	unknown -	stranded ; partial -	1	unknown	–	Horse Shoe Bank, Dundee.
4 Jan. 1854	Fisher's - -	sloop -	–	2	coals - -	stranded ; total -	2	unknown	–	Gaa Bay, River Tay.
14 Nov. 1855	Georgina - -	schooner -	60	4	coals - -	stranded ; total -	4	S.E.	6	Gaa Sand, River Tay.
12 Apr. 1858	Fox, 6 months -	lugger -	–	5	ballast -	capsized ; partial -	5	N.N.W.	7	St. Andrew's Bay.
26 Oct. 1859	Isa, 12 years -	schooner -	95	5	coals ; 1 passenger.	stranded ; total -	6	unknown	–	South Sands at mouth of the Tay.

				Cargo.	Ballast.	Unknown.	Total.	Partial.	
TOTAL - - -	5	155	16	3	1	1	3	2	18

Wrecks and Casualties (exclusive of Collisions) occasioning Loss of Life, 1850 to 1860—Scotland—*continued.*

DATE.	Name of Ship, and Age when known.	Description of Vessel.	Tons.	Men.	Cargo.	Nature of Casualty, and whether Total Loss or Partial Damage.	No. of Lives Lost.	Wind.		PLACE.
								Direction.	Force.	
					Fife Ness to Saint Abbs Head (including Firth of Forth). (16.)					
19 Aug. 1850	Favorite	unknown			unknown	stranded; partial	1	unknown		Burntisland.
1 May 1851	Tinker	sloop	—	2	unknown	foundered; total	1	N.E.	—	Borrowstoness.
2 May „	Mars, 3 years	S.S.	62	7	general, and passengers.	stranded; partial	1	N.E.	6	Roan Rock, Crail.
31 Oct. 1852	Caroline	schooner	85	5	coals	leaky; partial	1	E.	9	Leith.
1 Nov. „	Frederick	brig	150	10	salt	dismasted; partial	4	E.	10	Leith.
1 Apr. 1853	Ariel	schooner	43	4	wheat	stranded; total	4	S.E.	8	Thornton Loch, 5 miles east of Dunbar.
14 July „	Ino	schooner	50	3	coals	foundered; total	3	E.	8	1½ miles West of Dunbar.
25 Sept. „	Janet and Margaret	sloop	46	4	timber	stranded; partial	1	N.	9	Isle of May.
29 Nov. „	Gem	schooner	—	5	grain	foundered; total	3	S.S.W.	11	Dunbar Bay.
1 Mar. 1854	Primrose	schooner	—	3	metal	foundered; total	3	unknown		At sea; sailed from Leith.
2 Oct. „	Emmet	unknown		4	unknown	foundered; total	4	N.	8	Firth of Forth.
1 Jan. 1856	Emblem	schooner	70	5	unknown	stranded; total	5	unknown		Cockenzie, Inchkeith.
6 Feb. „	Annie	sloop	33	3	coals	stranded; total	3	S.W.	7	East of Elie Harbour.
7 Feb. „	Commercial Packet	sloop	32	3	manure	stranded; total	4	W.	12	Aberlady.
7 Feb. „	Margaret, 10 years	schooner	72	5	ballast	stranded; total	5	N.W.	12	East Coast, near Grangemouth.
11 Feb. „	Catherine	schooner	61	3	coals	foundered; total	3	S.W.	12	Granton.
11 Nov. „	Amazone, 9 years	barque	258	11	iron	dismasted; partial	3	N.E.	9	Leith.
4 Jan. 1857	Cromarty	schooner	111	5	ballast	stranded; total	5	E.S.E.	11	Cateraig, Dunbar.
4 Jan. „	Maria Annette	sloop	50	4	wheat	stranded; total	4	E.S.E.	11	Soughall Rocks, 6 miles E. of N. Berwick.
4 Jan. „	Twende Lodskind	sloop	59	4	wheat	stranded; total	4	E.	11	Soughall Rocks.
16 Apr. „	Landbourne	smack	61	5	coals	abandoned; total	5	—	5	Isle of May.
3 Feb. 1858	Hope, 48 years	sloop	54	4	coals	foundered; total	4	S.W.	11	Between Bell Rock and Isle of May.
22 Dec. „	Kitty, 50 years	sloop	62	2	coals, and 2 men.	stranded; partial	2	S.W.	9	Buckhaven.
9 Sept. 1859	Nancy, 4 months	lugger	26	6	fish, &c.	stranded; total	7	W.S.W.	10	Between Cellar Dyke and Isle of May.
26 Oct. „	Bubona	schooner	91	5	coals	stranded; total	5	N.N.E.	10	Quarrel Sands.
8 Dec. „	Heroine, 1 year	lugger	30	8	fish	foundered; total	7	S.S.E.	7	Isle of May.
15 Dec. „	Mary, 50 years	sloop	25	2	unknown	stranded; partial	2	unknown		Black Rocks, Leith.
3 Oct. 1860	Jennie	barge	50	3	flour and gunpowder.	foundered; total	3	W.	12	Battery Point, near Queensferry.
3 Oct. „	Elizabeth Anne, 10 years	smack	12	3	coals	capsized; total	3	W.	11	8 miles E.N.E. of Inchkeith.

				Cargo.	Ballast.	Unknown.	Total.	Partial.	
TOTAL	29	1,593	128	22	2	5	21	8	100

IRELAND.

Fair Head to Ballyhalbert. (1.)

30 Mar. 1850	Theresa Jane, 9 years.	barque	378	15	general	stranded; total	7	S.E.	10	New Island, Copelands.
16 June 1852	Success	smack	16	3	stone	foundered; total	3	N.E.	10	Garron Point.
19 Dec. „	Thomas and Mary	sloop	60	3	general	foundered; total	1	S.W.	—	Garron Point.
19 Dec. 1853	Black Prince	schooner	51	4	general	stranded; total	1	S.E.	10	Ballyhalbert.
18 Oct. 1854	Pearl	smack	47	4	coals	leaky; partial	1	N.E.	10	Near Belfast.
23 Nov. „	Marquis of Bute	schooner	60	4	coals	foundered; total	4	N.E.	11	Groomsport.
28 Sept. 1856	Martin	schooner	64	4	coals	stranded; total	2	N.E.	12	Ballymacormick Point.
14 Mar. 1857	Robina	schooner	134	7	wine	dismasted; partial	1	S.W.	11	Near Belfast.
25 July 1858	Brandywine	yacht	11	3	none	stranded; total	3	N.W.	8	Bun Point Island, Ballyhalbert.
12 Nov. „	Stanley	brigantine	228	12	machinery, and coals.	stranded; partial	1	S.E.	6	Legg Beach, Cushendall.
23 Dec. 1859	Darnhall, 36 years	schooner	49	4	coals	stranded; total	4	S.E.	10	Magee Island, Lough Larne
26 Jan. 1860	Joseph	brig	80	5	coals	stranded; total	5	S.E.	10	Ballyferis Point, County Down.
26 Jan. „	Venilia	brig	80	5	coals	stranded; total	5	S.E.	10	Ballyferis Point, County Down.

				Cargo.	Ballast.	Unknown.	Total.	Partial.	
TOTAL	13	1,258	73	12	1	—	10	3	38

Wrecks and Casualties (exclusive of Collisions) occasioning Loss of Life, 1850 to 1860—Ireland—*continued.*

DATE.	Name of Ship, and Age when known.	Description of Vessel.	Tons.	Men.	Cargo.	Nature of Casualty, and whether Total Loss or Partial Damage.	No. of Lives Lost.	Wind.		PLACE.
								Direction.	Force.	
					Ballyhalbert to Howth Head. (2.)					
30 Mar. 1850	Preston - -	schooner -	100	5	unknown -	stranded; total -	4	S.E.	10	Cloughy Bay.
10 Dec. 1851	Ebenezer - -	unknown -	–	3	unknown -	capsized; total -	3	unknown	–	Near Carlingford.
16 Apr. 1852	Swan - - -	smack -	30	3	coal - -	foundered; total -	3	E.S.E.	7	Drogheda Bar, E.N.E., 2 miles.
4 Oct. „	Anne - - -	smack -	20	6	none - -	stranded; total -	4	E.S.E.	8	Drogheda.
11 Nov. „	Sally and Betty -	smack -	26	3	leather -	stranded; partial -	1	E.S.E.	11	Dundalk Bay.
12 Nov. „	Minerva, 37 years -	barque -	319	17	general -	stranded; total -	15	S.E.	9	North Bull, Drogheda.
14 Nov. „	Young England, 8 years.	barque -	409	16	general -	stranded; partial -	2	E.S.E.	9	Balbriggan.
19 Dec. 1853	Agnes - - -	brig -	46	7	unknown -	stranded; total -	4	S.E.	9	Beer Head, Drogheda.
19 Dec. „	Kate - - -	schooner -	69	6	iron - -	stranded; partial -	1	S.E.	9	1½ mile South of Drogheda Bar.
19 Dec. „	Chatham - -	ship -	913	20	salt - -	stranded; total -	18	S.E.	10	Drogheda Bar.
27 Dec. „	Eva - - -	S. S. -	–	14	coals - -	foundered; total -	9	N.E.	6	Lambay Island, 15 miles E.N.E.
5 Jan. 1854	Victoria - -	schooner -	77	5	coals - -	stranded; total -	5	E.	10	Rogerstown Bay, near Rush.
21 Jan. „	Catherine O'Flanagan.	schooner -	51	4	coals - -	stranded; total -	4	S.W.	10	Tyrella, Dundrum Bay.
21 Jan. „	Tayleur, new -	ship -	1,979	528 crew and pass.	general -	stranded; total -	290	S.S.W.	9	Lambay Island.
11 June „	Sea Bird - -	brig -	153	6	ballast -	stranded; partial -	1	S.S.W.	8	Dundrum Bay.
28 Oct. „	Sarah Ann - -	barque -	491	15	coals and iron	stranded; total -	1	S.S.W.	10	Sheepland Head, Ardglass.
15 Nov. „	Johns - - -	sloop -	34	4	coals - -	stranded; total -	4	S.E.	10	Strangford.
9 Dec. „	Duke of York -	barque -	–	14	unknown -	stranded; total -	6	–	–	N. and S. Rocks, County Down.
6 Jan. 1855	Atalanta - -	sloop -	41	4	coals - -	foundered; total -	4	S.W.	5	Dundrum Bay.
19 May „	Fortune - -	barque -	571	26	general; 233 passengers.	stranded; total -	1	unknown	–	Dundrum Harbour.
28 Sept. 1856	Wanderer - -	schooner -	80	5	coals - -	stranded; total -	5	E.N.E.	11	Colt Island, N.E. of Skerries.
29 Mar. 1857	Trevannance -	schooner -	70	4	Ore - -	stranded; total -	1	S.E.	6	28 miles from Howth Head.
7 Mar. 1858	Surinam, new -	ship -	495	18	coals - -	dismasted; partial -	1	W. by S.	9	20 miles N. by W. of St. John's Point.
7 Apr. „	Sylvia - - -	barque -	174	9	salt - -	stranded; total -	9	S.E.	9	Castle River, Dundrum.
7 Apr. „	Mary Stoddart -	barque -	466	17	general -	stranded; total -	7	S.E.	12	Dundalk Lighthouse.
7 Apr. „	Triton - - -	brig -	125	9	machinery -	stranded; total -	6	S.E by E.	9	Ballymarten.
8 Apr. „	Endeavour, 8 years	sloop -	50	3	slates - -	stranded; partial -	3	E. by S.	10	Cooley Mount, Dundalk.
17 Nov. „	Earl Spencer -	schooner -	57	3	coals - -	stranded; total -	2	E.	10	Drogheda Bar.
23 Apr. 1859	Dusty Miller, 20 years.	brigantine	113	6	coals - -	stranded; total -	6	S.E.	10	Near Lambay.
28 Apr. „	Azalee, 3 years -	schooner -	96	6	iron - -	stranded; partial -	2	E.S.E.	10	Near Skerries, Dublin.
4 Dec. „	Tiky, 11 years -	brigantine	391	15	barley - -	stranded; total -	6	S.W.	8	Dundrum Bay.
24 Jan. 1860	Barbara - - -	schooner -	64	4	limestone -	foundered; total -	4	S.S.E.	11	S. Rock Light, County Down.

				Cargo.	Ballast.	Unknown.	Total.	Partial.	
TOTAL - - -	32	7,643	805	26	2	4	25	7	432

					Howth Head to Wicklow Head. (3.)					
15 Jan. 1851	Wilson - -	barque -	245	8	rum and sugar.	stranded; total -	4	S.S.W. to S.	–	5 mile Point Station, Dublin.
4 Mar. 1852	John Hawkes, 10 years.	brig -	173	7	salt - -	foundered; total -	2	S.S.E.	–	Kish Bank.
29 Sept „	Smyrna - -	brig -	90	4	coals - -	stranded; total -	4	N.E.	9	Dublin.
12 Nov. „	Lady Harriett -	schooner -	100	5	coals - -	stranded; partial -	4	E.	10	Dublin.
15 Feb. 1853	Queen Victoria -	S.S. -	333	25	general and 100 passengers -	foundered; total -	83	N.E.	3	Bailey Light, Dublin.
21 Apr. „	Esther and Sophia -	- -	125	12	coals - -	stranded; total -	1	S.S.W.	7	Kish Bank.
2 June „	Times - - -	S.S. -	unknown -		passengers -	damaged; partial -	2	E.	4	Liffey.
3 Feb. 1855	Victoria - -	schooner -	75	6	iron - -	stranded; total -	2	E.S.E.	10	Dalkey Island.
9 Feb. „	Will-'o-th'-Wisp -	S.S. -	298	18	coals - -	stranded; total -	18	E.	6	Burn Rocks, Talboy Bay.
27 Apr. 1856	Patrick, 30 years -	smack -	12	2	stone - -	stranded; total -	1	N.E.byE.	6	Wicklow Harbour.
28 Sept. „	Higginson, 42 years	barque -	453	14	timber -	stranded; total -	1	N.E.	10	Wicklow Pier.
17 Nov. 1857	Sir Charles Napier, 16 years.	ship -	620	19	general -	stranded; total -	1	S.S.E.	6	Kish Bank.
4 Jan. 1858	France et Brezil -	ship -	600	18	coals - -	stranded; total -	8	S.S.E.	9	Kish Bank.
5 Apr. „	Exchange, 2 years -	barque -	563	12	ballast -	stranded; total -	2	S.E.byS.	11	Wicklow Head.

				Cargo.	Ballast.	Unknown.	Total.	Partial	
TOTAL - - -	14	3,687	150	13	1	–	12	2	133

Wrecks and Casualties (exclusive of Collisions) occasioning Loss of Life, 1850 to 1860—Ireland—*continued.*

DATE.	Name of Ship, and Age when known.	Description of Vessel.	Tons.	Men.	Cargo.	Nature of Casualty, and whether Total Loss or Partial Damage.	No. of Lives Lost.	Wind. Direction.	Wind. Force.	PLACE.
					Wicklow Head to Carnsore Point. (4.)					
10 Jan. 1850	Adele, 12 years	lugger	97	6	wheat	stranded; total	4	S S.E.	–	Wexford.
13 Jan. „	Hottingue	ship	1,000	38	general	stranded; total	12	E.S.E.	8	Blackwater Bank.
5 Feb. 1851	Maria Terpsithea	brig	—	9	unknown	stranded; total	2	unknown	–	Arklow Bank.
18 Sept. 1852	Bhurtpoor, 9 months	ship	987	31	salt and passengers.	stranded; total	3	N.E.	4	Wexford Harbour.
29 Sept. „	Mobile	ship	1,000	23	passengers	stranded; total	72	E.N.E.	12	Arklow Bank.
4 Oct. „	Therese	brig	265	13	corn	foundered; total	4	S.E.	6	Wexford.
13 Nov. „	Curliana	schooner	140	4	iron	stranded; partial	3	S.E.	9	Wexford.
29 Dec. „	Unknown, Grecian	brig	—	8	corn	stranded; total	8	unknown	–	Keroe Islands, Wexford.
28 Sept. 1853	Victory	S.S.	400	16	general	stranded; total	1	S.W.	6	Carnsore Point.
31 Oct. „	Firefly	schooner	—	3	unknown	stranded; total	3	unknown	–	Arklow Bank.
19 Dec. „	Caravane	barque	350	10	wheat	stranded; total	10	E.S.E.	11	Blackwater Head, Wexford.
12 Feb. 1856	Proteus, 15 months	barque	273	13	general	stranded; total	2	S.S.W.	9	Blackwater Bank.
7 Mar. „	Racer	ship	1,669	50	general, and passengers.	stranded; total	1	E.S.E.	6	Arklow Bank.
27 Sept. „	Helena, 3 years	cutter	35	4	grain, and 8 passengers.	stranded; partial	1	S.S.E.	11	Two miles north of Wexford.
14 Oct. „	Irrawaddy, 1½ mths.	ship	414	21	general	stranded; total	3	S.S.E.	8	Blackwater Bank.
9 Dec. „	Petronelle	barque	300	12	rice	stranded; total	6	S.W.	8	Chisel Village, Wexford.
22 Oct. 1857	Vulcan	smack	41	5	ballast	stranded; partial	2	N.E.	5	Wexford.
25 Nov. 1858	Nestorian, 7 years	ship	790	25	salt	stranded; total	1	S.	9	Blackwater Bank.
28 Apr. 1859	Pomona	ship	1,500	44	general; 404 passengers.	stranded; total	424	E.S.E.	9	Blackwater Bank.
28 May 1860	Breeze, 20 years	brigantine	95	3	iron	dismasted; total	1	N.E.	12	Near Arklow Light.

				Cargo.	Ballast.	Unknown.	Total.	Partial.		
TOTAL	20	9,356	338	17	1	2	17	3	570	

				Carnsore Point to Cork. (5.)						
30 Mar. 1850	Grace, 16 years	brig	210	11	wheat	stranded; total	9	S.S.E.	9	Ardmore.
16 Jan. 1851	The Grace	schooner	87	6	beans	stranded; partial	2	S.S.W.	10	Saltees, Wexford.
6 Jan. 1852	Columbus, 3 years	ship	1,849	33	cotton	stranded; total	13	S.S.W.	7	Waterford.
7 Sept. „	Bridget	smack	–	3	unknown	foundered; partial	1	–	–	Dungarvon.
28 Dec. „	Alcibiades	brig	270	13	maize	stranded; total	13	W.S.W.	10	Ballyteigne Bay.
15 Oct. 1854	Emma Tully	barque	–	2	timber	damaged; partial	2	–	11	At Sea, put into Waterford.
7 Mar. 1855	Hero	schooner	69	6	culm	stranded; total	6	S.S.E.	10	Youghal.
19 Dec. „	Isabella	brigantine	131	6	coals	stranded; total	1	S.E.	9	Lavender Rocks, Kilmore.
8 Jan. 1856	Ayrshire Lass	brig	157	8	wheat	dismasted; partial	1	S.W. to N.W.	12	Cork.
16 Jan. „	Josephine, 7 years	ship	456	13	salt	leaky; partial	1	S.S.W.	11	Cork.
20 Jan. „	Johanna Henrietta, 2½ years.	brigantine	200	7	dyewood	leaky; partial	3	W.	10	Queenstown.
26 Feb. „	Caroline Pemberton, 3 years.	barque	309	14	rice	leaky; partial	1	S.	11	Queenstown.
6 Dec. „	Adriatic, new	ship	1,327	29	general	stranded; partial	9	S.W.	10	Blackrock, Dungarvon.
9 Dec. „	François Xavier	brig	78	8	general	stranded; partial	2	S.	10	Youghal.
25 Jan. 1858	La Capricieuse, 29 years.	brig	110	6	coals	stranded; total	3	S.	8	Tramore Bay.
3 Mar. „	Atlas, 5 months	brig	135	7	oil	stranded; total	2	E.	10	Crab Bay.
3 Mar. „	Atlas	schooner	137	7	fish	stranded; total	2	E.S.E.	10	Off Cork Head.
1 Apr. 1859	Perseverance	schooner	57	4	coals	foundered; total	3	S.W.	7	Hook, Wexford.
1 Jan. 1860	Arethusa, 31 years	sloop	321	16	timber and tobacco.	stranded; total	1	S.W.	9	Kiln Bay, Bannow.
18 Sept. „	Defiance, unknown	hooker	Say 20	3	bricks; 1 passenger.	foundered; total	4	S. by E.	6	Ballywilliam, Cork; Church Town, N. 1 mile.
25 Dec. „	Annie, unknown	brigantine	151	6	porter and peas.	stranded; total	6	S.S.E.	10	Youghal, Cork.
29 Dec. „	Golden Star, 4 years	ship	1,198	23	cotton, and 2 passengers.	stranded; total	18	S.	10	Carnivan Head, near Fethard.

				Cargo.	Ballast.	Unknown.	Total.	Partial.		
TOTAL	22	7,272	241	21	–	1	13	9	103	

Wrecks and Casualties (exclusive of Collisions) occasioning Loss of Life, 1850 to 1860—Ireland—*continued.*

DATE.	Name of Ship, and Age when known.	Description of Vessel.	Tons.	Men.	Cargo.	Nature of Casualty, and whether Total Loss or Partial Damage.	No. of Lives Lost.	Wind.		PLACE.
								Direc. tion.	Force.	
					Cork to Mizen Head. (6.)					
30 Mar. 1850	Ruby	schooner	80	5	unknown	stranded; total	5	S.E.	11	Sand Cove Island, Kinsale.
21 Mar. 1852	Nuovo Zelante, 28 years.	brig	211	10	corn	stranded; partial	6	S.	7	Targorock, Long Island.
22 Mar. „	Ann	barque	450	18	timber	stranded; total	16	S.S.E.	8	Barry's Cove.
8 Dec. 1852	Isabella Barras, new.	barque	650	18	timber	stranded; partial	1	S.	–	Toe Bay, Skibbereen.
4 Oct. 1853	Isaac Wright	ship	–	30	610 passengers	stranded; partial	20	unknown		Cape Clear.
9 Dec. 1856	Progress, 8 years	S. S.	317	19	grain	dismasted; partial	1	S.W.	11	Old Head, Kinsale.
9 Dec. „	Minerva, 4 years	schooner	145	8	general	stranded; total	8	S.S.E.	11	Ross Carbery Bay, Kinsale.
14 Apr. 1858	St. Joseph, 20 years	Lugger	29	3	unknown	stranded; total	3	S.S.W.	10	Sandhill Cove.

				Cargo.	Ballast	Unknown.	Total.	Partial.	
TOTAL	8	1,882	111	6	–	2	4	4	60

								Mizen Head to Dunmore Head. (7.)		
13 Jan. 1850	Emily and Louis, 16 years	brigantine	175	8	corn	stranded; total	6	S.E.	9	Rossbeh.
20 Nov. „	Mary	barque	–	12	unknown	stranded; total	–	unknown	–	Dingle Bay.
11 Feb. 1854	Bona Dea	barque	700	17	timber and cotton.	waterlogged; partial	10	–	11	Mizen Head.

				Cargo.	Ballast	Unknown.	Total.	Partial.	
TOTAL	3	875	37	2	–	1	2	1	16

								Dunmore Head to Loop Head. (8.)		
19 Nov. 1850	Ernichetten	brig	263	12	wheat	stranded; total	2	W.N.W. to N.W	12	Tralee Bay.
19 Nov. „	Medusa, 67 years	brig	310	11	wheat	stranded; partial	1	N.	12	Limerick Harbour.
20 Nov. „	Unknown, old	schooner	—	5	ballast	stranded; total	4	N.W. to N.	—	Doon Cliff.
25 Aug. 1857	Lexington, 8 years	ship	841	22	cotton	stranded; total	3	W.	9	Brandon Bay.
23 Oct. 1858	Weasel, 1 year	steam tug	54	5	ballast	stranded; total	1	unknown		Samphire Roads, Tralee Bay.

				Cargo.	Ballast.	Unknown.	Total.	Partial.	
TOTAL	5	1,468	55	3	2	—	4	1	11

								Loop Head to Slyne Head. (9).		
20 Nov. 1850	Progressor, new	brig	–	8	oats	stranded; total	6	N.W.	9	Mutton Island, Galway Bay.
20 Nov. „	Edmond	barque	399	17	passengers	stranded; total	99	S.W. to N.W.	–	Kilkee Bay.
1 Feb. 1852	John Toole	unknown			unknown	stranded; total	–	unknown	–	Galway Bay.

				Cargo.	Ballast.	Unknown.	Total.	Partial.	
TOTAL	3	399	25	2	–	1	3	–	105

Wrecks and Casualties (exclusive of Collisions) occasioning Loss of Life, 1850 to 1860—Ireland—*continued.*

Date.	Name of Ship, and Age when known.	Description of Vessel.	Tons.	Men.	Cargo.	Nature of Casualty, and whether Total Loss or partial Damage.	No. of Lives Lost.	Wind.		PLACE.
								Direction.	Force.	
					Slyne Head to Achil Head. (10.)					
6 Feb. 1850	Name unknown -	barque -	unknown -		unknown -	foundered; total -	–	unknown -		Achil Head, Mayo.
6 Feb. ,,	Name unknown -	brig -	unknown -		unknown -	foundered; total -	–	unknown -		Achil Head, Mayo.
18 Mar. 1854	Flor - - -	schooner -	–	5	corn - -	abandoned; partial	2	unknown -		West Port.
22 Oct. 1854	Thoburn - -	brig -	–	8	ballast -	abandoned; total -	1	–	10	Omey Island, Clifden.
21 Jan. 1860	Neptune, 8 years -	barque -	316	13	sugar, rum, &c.	stranded; total -	2	W.N.W.	11	Dukenella Island of Achil.
	TOTAL - - -	5	316	26	Cargo. 2 / Ballast 1 / Unknown. 2	Total. 4 / Partial. 1	5			
					Achil Head to Stags of Broadhaven. (11.)					
18 Oct. 1854	Alexander - -	schooner -	–	6	unknown -	stranded; total -	6	–	–	Broadhaven, County Mayo.
24 Mar. 1856	Reformer - -	brig -	145	8	wheat - -	stranded; total -	4	S.E.	3	S. point of Innishack, S.W. Mayo.
	TOTAL - - -	2	145	14	Cargo. 1 / Ballast – / Unknown. 1	Total. 2 / Partial. –	10			
					Stags of Broadhaven to Rossan Point. (12.)					
10 Feb. 1853	Ida Gessina - -	galliot -	145	9	corn - -	stranded; total -	2	N.N.E.	9	Donegal Bay.
18 Dec. 1854	Shepherd - -	schooner -	64	5	oats - -	stranded; total -	5	N.W.	11	Killala Bay.
30 Mar. 1856	Princess Marie, 10 years.	schooner -	81	5	oats - -	foundered; total -	5	unknown -		Ballina.
	TOTAL - - -	3	290	19	Cargo 3 / Ballast – / Unknown. –	Total. 3 / Partial. –	12			
					Rossan Point to Arranmore. (13.)					
					— Nil. —					
					Arranmore to Fair Head, including Rathlin, Islay, and Kintyre. (14.)					
18 Oct. 1851	Isabella, 3 years -	schooner -	–	4	oats - -	stranded; partial -	4	W. by N.	–	Tory Island.
9 Jan. 1852	Anna - - -	brig -	174	9	corn - -	stranded; total -	3	N.N.W.	9	Lough Foyle.
11 Jan. ,,	Rapid - - -	steam tug	–	unk.	tug - -	stranded; total -	-	unknown -		Campbelton.
22 Jan. ,,	Fenella - -	schooner -	–	5	unknown -	stranded; partial -	1	- unknown -		Londonderry.
17 Feb. ,,	Ann Falcon, 11 yrs.	brigantine	108	6	oats - -	stranded; total -	1	N.W.	7	Malin Head.
25 Sept. 1853	John Laverock -	schooner -	110	6	iron - -	stranded; total -	6	N.N.W.	10	Neve Island, Islay.
30 Jan. 1854	Lady Octavia -	brig -	199	14	sugar - -	stranded; total -	1	S.W.	8	Malin Head.
16 Mar. ,,	Helen - - -	brig -	–	8	unknown -	leaky; partial -	1	–	10	Loch Indaal, Islay.
15 Mar. 1855	Success - -	schooner -	50	3	coals - -	foundered; total -	3	- unknown -		Londonderry.
9 May ,,	Martin - -	- - -	70	5	coals - -	foundered; total -	5	- unknown -		Mull of Islay.
14 Jan. 1856	Troy, 3½ years -	schooner -	61	7	coals - -	stranded; total -	6	S.E.	7	Rathlin O'Byrne.
6 Feb. ,,	Augusta Jessie -	barque -	382	14	guano - -	stranded; total -	1	W.S.W.	12	Lough Swilly.
12 Feb. ,,	Success - -	schooner -	51	3	coals - -	stranded; total -	1	S.E.	6	Stramore Bay, Campbelton.
3 April ,,	Ann Reddin, 1½ yr.	barque -	485	14	general -	dismasted; partial -	2	N.	9	Rathlin Island.
24 Feb. 1857	Elinor Grace, 8 yrs.	brig -	224	8	ballast -	stranded; total -	1	S.S.W.	9	Stainish Beg, Mull of Oe, Islay.
	TOTAL - - -	15	1,914	106	Cargo. 11 / Ballast 2 / Unknown. 2	Total. 11 / Partial. 4	36			

Wrecks and Casualties (exclusive of Collisions) occasioning Loss of Life, 1850 to 1860—Outlying Places.

OUTLYING PLACES.

Guernsey.

Date.	Name of Ship and Age when known.	Description of Vessel.	Tons.	Men.	Cargo.	Nature of Casualty, and whether Total Loss or Partial Damage.	No. of Lives lost.	Wind. Direction.	Wind. Force.	PLACE.
25 Jan. 1852	Unknown	- -	90	5	wheat	stranded; total	unkn.	S.W.	10	Guernsey.
24 Nov. ,,	Victorine	schooner	70	3	coals	stranded; total	3	N.W.	11	Guernsey.
4 Apr. 1853	Les Trois Susannes	chasse-marée.	77	6	casks	stranded; total	3	S.W.	5	Guernsey.
24 Dec. ,,	Reindeer	brigantine	—	10	unknown	stranded; total	3	unknown	—	Sambule Rocks.
28 Apr. 1854	Adéle	brig	102	6	sulphur	stranded; total	2	N.	7	Isle Lihon.

				Cargo.	Ballast.	Unknown.	Total.	Partial.	
TOTAL	5	339	30	4	—	1	5	- -	11

Jersey.

Date.	Name of Ship and Age when known.	Description of Vessel.	Tons.	Men.	Cargo.	Nature of Casualty, and whether Total Loss or Partial Damage.	No. of Lives lost.	Wind. Direction.	Wind. Force.	PLACE.
2 Oct. 1851	St. Vincent	- -	—	—	brandy	abandoned; partial	unknown			Off Jersey.
4 Apr. 1853	Groningen	galliot	140	8	unknown	stranded; total	7	unknown	-	St. Ouen Bay.
13 Dec. ,,	Atlas	cutter	—	5	coals, and 3 passengers.	foundered; total	8	unknown	-	Chignelen Rocks.

				Cargo.	Ballast.	Unknown.	Total.	Partial.	
TOTAL	3	140	13	2	—	1	2	1	15

Alderney.

Date.	Name of Ship and Age when known.	Description of Vessel.	Tons.	Men.	Cargo.	Nature of Casualty, and whether Total Loss or Partial Damage.	No. of Lives lost.	Wind. Direction.	Wind. Force.	PLACE.
19 Nov. 1854	Panope	schooner	170	7	salt	stranded; total	3	N.E.	9	Alderney.

				Cargo.	Ballast.	Unknown.	Total.	Partial.	
TOTAL	1	170	7	1	—	—	1	- -	3

At Sea.

Date.	Name of Ship and Age when known.	Description of Vessel.	Tons.	Men.	Cargo.	Nature of Casualty, and whether Total Loss or Partial Damage.	No. of Lives lost.	Wind. Direction.	Wind. Force.	PLACE.
29 Sept. 1852	Richard & Hannah, 14 years.	brig	210	7	coals	abandoned; total	5	unknown	-	North Sea.
27 Oct. ,,	Concord, 80 years	brig	180	7	timber	abandoned; partial	5	S.E.	11	Dogger Bank.
30 Oct. ,,	Neptunus	schooner	—	5	unknown	abandoned; total	3	unknown	-	North Sea.
1 Nov. ,,	June	brig	—	8	unknown	dismasted; partial	2	unknown	-	Dogger Bank.
1 Nov. ,,	Anna Christina	sloop	90	6	seed	abandoned; partial	6	unknown	-	Dogger Bank.
17 Dec. ,,	Enterprise	schooner	86	6	wheat	foundered; total	6	unknown	-	North Sea.
29 Dec. ,,	Rambler, 11 years	schooner	110	6	coals	abandoned; total	2	S.W.	10	120 miles E.N.E. of Hartlepool.
4 Nov. 1853	Californian Packet	brig	292	9	iron	foundered; total	15	W.N.W.	—	160 miles W. of Ireland.
15 Feb. 1854	Foam	smack	—	4	fishing	foundered; total	4	N.	9	Dogger Bank.
23 Feb. ,,	Lionel	S. S.	—	unkn.	unknown	abandoned; total	7	unknown	-	East Coast, Lat. 57°.
1 Mar. ,,	City of Glasgow	S. S.	1,087	76	general; 404 passengers.	foundered; total	480	unknown	-	Sailed from Liverpool.
5 Mar. ,,	Haabet	unknown		7	ballast	abandoned; total	3	unknown	-	North Sea, Lat. 56° N. Long. 4° E.
27 Dec. ,,	United Kingdom	- -	240	12	unknown	abandoned; total	2	unknown	-	Long. 48° 40′ Lat. 39° 40′.
1 Jan. 1855	Name unknown	smack	unknown		unknown	foundered; total	unkn.	N.	9	Lat. 56° 58′ N. Long. 1° 12′ E.
18 Jan. ,,	Patmos	brig	—	8	unknown	abandoned; total	4	N.E.	9	Lat. 48° 48′. Long. 5° 36′.
15 Feb. ,,	Janet and Mary	unknown			timber	abandoned; partial	1	unknown	-	At sea; spot unknown.
28 Feb. ,,	Hope	brig	—	8	unknown	Leaky; partial	2	W.N.W.	9	Lat. 46° 50′ N. Long. 7° 45′ W.

Wrecks and Casualties (exclusive of Collisions) occasioning Loss of Life, 1850 to 1860—Outlying Places—*continued.*

DATE.	Name of Ship, and Age when known.	Description of Vessel.	Tons.	Men.	Cargo.	Nature of Casualty, and whether Total Loss or Partial Damage.	No. of Lives Lost.	Wind.		PLACE.
								Directions.	Force.	
					At Sea—continued.					
23 Dec. 1855	Faith - - -	S. S. -	900	31	general -	foundered; total -	1	S.S.W.	9	25 miles S.S.W. of the Owers.
19 Feb. 1856	Flag of Truce -	barque -	417	15	general -	leaky; partial -	1	unknown	-	At sea, S. coast.
7 Dec. ,,	Condor, 8 years -	schooner -	140	6	wheat -	foundered; total -	4	S.W.	10	120 miles W. by S. of Scilly.
4 Jan. 1857	Maria, 17 years -	brig -	274	10	ballast -	dismasted; partial -	1	E.S.E.	11	100 miles from Isle of May.
13 April ,,	Martin Luther, 6 years.	ship -	1,241	40	general; 500 passengers.	dismasted; partial -	5	N.	11	Lat. 49° 5′ N. Long. 5° 10′ W.
15 Nov. 1858	Cuba, new - -	S. S. -	947	29	coals - -	abandoned; total -	16	E.S.E.	10	40 miles N.W. of Scilly.
16 Nov. ,,	Bombay, 50 years	ship -	1,279	63	troops and iron.	dismasted; partial -	13	E.	11	Lat. 50° 11′ N. Long. 11° 15′ W.
28 Apr. 1859	Little Wonder -	schooner -	67	4	potatoes -	unknown; total -	4	unknown	-	Unknown.
12 Sept. ,,	Emily, 5 years -	schooner -	57	4	coals - -	foundered; total -	4	unknown	-	Unknown.
26 Oct. ,,	Maria, 71 years -	polacca -	67	4	coals - -	foundered; total -	4	unknown	-	Unknown.
26 Oct. ,,	Rochford, 1 year -	schooner -	50	5	coals - -	foundered; total -	5	unknown	-	Unknown.
1 Nov. ,,	African, 4 years -	S. S. -	1,040	44	general; 3 passengers.	disabled; partial -	5	S.W.	12	25 miles N.W. of Scilly.
1 Nov. ,,	Sarah Ann, 14 yrs.	brig -	144	7	coals - -	leaky; partial -	1	S.W.	10	100 miles W. of Scilly.
3 Dec. ,,	Scott - - -	schooner -	66	4	barley - -	foundered; total -	4	unknown	-	Unknown.
21 Jan. 1860	Corinna, 20 years -	brig -	301	12	coals - -	distress; partial -	2	W.N.W.	9	30 miles W. of Lundy.
28 May ,,	Johannes, 9 years -	barque -	400	11	timber -	dismasted; partial -	5	W.N.W.	12	70 miles E. of Yarmouth.
28 May ,,	Leda - - -	lugger -	29	9	fishing -	loss of sails; partial	2	W.N.W.	9	90 miles W. by N. of Lowestoft.
5 Aug. ,,	Nicholai, 8 years -	schooner -	231	8	coals - -	foundered; total -	1	W.N.W.	9	Dogger Bank, 60 miles from Flambro'.
23 Nov. ,,	Eliza Pirrie, 12 yrs.	ship -	586	18	ballast - -	abandoned; total -	2	E.S.E.	8	Lat. 55° 52′ N. Long. 2° 31′ E.

			Cargo.	Ballast.	Unknown.	Total.	Partial.	
TOTAL - - -	36	10,531	503	26	3	7	22	14	627

HARBOURS OF REFUGE.

COPY of CORRESPONDENCE between the TREASURY and the BOARD of TRADE on the Subject of HARBOURS of REFUGE.

(*Sir Stafford Northcote.*)

Ordered, by The House of Commons, *to be Printed*,
18 *March* 1864.

[*Price* 3 *s.*]

151.

Under 20 *oz.*

RETURN to an Order of the Honourable The House of Commons, dated 23 May 1864;—*for*,

DETAILED STATEMENT "relative to the HARBOURS of REFUGE at *Dover*, *Alderney*, and *Portland*, together with the QUARTERLY REPORTS of the ENGINEERS for the Year ending the 31st day of March 1864."

DETAILED STATEMENT relative to HARBOURS of REFUGE; showing the Total Estimated Cost of the Works proposed; the Sums already Voted by Parliament for each Harbour; the Amount required to be Voted in the present Year ending the 31st day of March 1865; and the Sums that will be necessary for the Completion of the Works:

And, Copy of the REPORTS of the ENGINEERS in Charge of the Works, for the Four Quarters of the Year ending the 31st day of March 1864 (in continuation of Parliamentary Paper, No. 154, of Session 1863).

[*N.B.*—The Papers printed for The House, No. 455 of 1850, No. 520 of 1851, No. 274 of 1852, No. 304 of 1853, No. 276 of 1854, No. 169 of 1855, No. 107 of 1856, No. 116 of Sess. (2) 1857, No. 262 of 1858, No. 84 of Sess. (2) 1859, No. 384 of Sess. 1860, No. 223 of Sess. 1861, No. 195 of Sess. 1862, and No. 154 of Sess. 1863, contain full particulars of these Harbours up to 31 March 1863.]

ACCOUNT showing Total Estimated Cost of the Works; Sums already Voted; Sums Estimated for the Year 1864–5, and Balance necessary for Completion.

HARBOURS.	Total Estimate.	Total Amount of Votes.	Vote required for 1864–5.	Subsequent Votes required to complete the Works.	Reports of Engineers.
	£.	£.	£.	£.	Pages
1. Dover - -	650,000	609,000	30,000	11,000	2 to 5
2. Alderney - -	1,300,000	1,107,000	50,000	143,000	6 to 9
3. Portland - -	1,047,125	1,008,000	16,000	23,125	10 to 13

Whitehall, Treasury Chambers,
14 May 1864.

F. PEEL.

Dover.

1.—DOVER.

ENGINEERS' REPORT for the Quarter ending 30th June 1863.

Sir, 23, Great George-street, 7 July 1863.

THIRTY-NINE lineal yards of staging have been erected during the past quarter, and a commencement has been made with extending the foundation of the Pier.

A length of 101 feet of the masonry has been raised from an average level of nine feet below low water to 11 feet 6 inches above that level.

The west wall above the quay level has been extended as far as the new landing jetties, being an additional length of 162 feet. The decking and fenders of the new jetties are also nearly finished.

Two thousand and fifty tons of dressed granite, and 809 tons of Bramley Fall stone have been received, also 2,801 cubic yards of concrete blocks have been made at Rye.

The average number of men employed has been 164 at Dover, and 33 at Rye.

Certificates amounting to 15,000 *l.* have been granted to Messrs. Lee & Son, the contractors, during the past quarter, making the total sum certified and paid for the first and second contracts and the junction wall, 539,277 *l.*

We have, &c.
(signed) *Walker & Burges.*

The Secretary to the Admiralty.

RETURN of EXPENSES and Average Number of MEN EMPLOYED DAILY during the Quarter ending 30th June 1863.

DESCRIPTION of WORK.	Date when the Work was Commenced.	Date when the Work should be Completed.	Amount of Estimate.	Amount authorised for Year.	Amount certified during Quarter.	Amount certified and paid from Commencement, including present Quarter.	Average Number of Men Employed Daily.								
							Superintendents and Foremen.	Masons and Divers.	Millwrights.	Carpenters.	Smiths.	Sawyers.	Timekeepers and Watchmen.	Labourers.	Blockmakers at Rye.
			£.	£.	£.	£.									
Breakwater from Cheeseman's Head, 1,800 feet long.	- First contract, Oct. 1847. Second contract, Nov. 1854.	- First contract, Oct. 1854. -Second contract, Nov. 1864.	650,000	60,000	15,000	539,277	6	48	2	7	5	2	4	90	33

23, Great George-street, 7 July 1863. (signed) *Walker & Burges.*

Dover.

ENGINEERS' REPORT for the Quarter ending 30th September 1863.

Sir, 23, Great George-street, 9 October 1863.

DURING the past quarter the foundations of the Pier at Dover have been advanced 73 feet, and the masonry has been raised 10 feet 6 inches in height for a length of 50 feet; and a further length of 102 feet has been raised from 11 feet 6 inches below low water to the level of the coping of the quay.

The extent of the foundations is now 1,748 feet, and of the quay 1,640 feet, being 160 feet short of the contract length (viz., 1,800 feet).

The flight of steps at the north end of the Pier, leading to the promenade, has been completed, and the re-laying of the rails, and the pitching on the quay are in progress.

One thousand six hundred and twenty-six tons of dressed granite, and 386 tons of Bramley Fall stone have been delivered on the works, and 1,693 cubic yards of concrete blocks have been made at Rye.

The average number of men employed has been 174 at Dover, and 25 block-makers at Rye.

Certificates amounting to 11,500 *l.* have been granted to Messrs. Lee & Son, the contractors, during the past quarter, making the total sum certified and paid for the first and second contracts, the junction wall, &c., 550,777 *l.*

We have, &c.
(signed) *Walker & Burges.*

The Secretary to the Admiralty.

RETURN of EXPENSES and Average Number of MEN EMPLOYED DAILY during the Quarter ending 30th September 1863.

DESCRIPTION of WORK.	Date when the Work was Commenced.	Date when the Work should be Completed.	Amount of Estimate.	Amount authorised for Year.	Amount certified during Quarter.	Amount certified and paid from Commencement, including present Quarter.	Average Number of Men Employed Daily.								
							Superintendents and Foremen.	Masons and Divers.	Millwrights.	Carpenters.	Smiths.	Sawyers.	Timekeepers and Watchmen.	Labourers.	Blockmakers at Rye.
			£.	£.	£.	£.									
Breakwater from Cheeseman's Head, 1,800 feet long.	- First contract, Oct. 1847. Second contract, Nov. 1854.	- First contract, Oct. 1854. Second contract, Nov. 1864.	650,000	60,000	11,500	550,777	6	37	2	7	5	2	4	111	25

23, Great George-street, 9 October 1863. (signed) *Walker & Burges.*

Dover.

Engineers' Report for the Quarter ending 31st December 1863.

Sir, 23, Great George-street, 9 January 1864.

The progress made with the works of the Admiralty Pier at Dover since our last quarterly report is as follows:

The foundations have been advanced 28 feet, and a length of 102 feet of the masonry below low water has been raised an average height of 18 feet. The total length of the pier founded is now 1,776 feet, and the length completed to the quay level is 1,641 feet.

The relaying of the rails has been completed, and the rails and pitching of the quay have been extended to within a short distance of the new outer landing jetties. The parapet wall and the quay railing have been extended to the new jetties.

A large quantity of ironwork for the promenade and railway platforms has been delivered, and the columns and principal girders for a length of 470 feet have been fixed.

Five hundred and seventy-nine tons of dressed granite, and 202 tons of Bramley Fall stone, have been delivered on the works, and 1,427 cube yards of concrete blocks have been made at Rye.

It is satisfactory to state that during the very severe gales of the past season no damage has been done either to the temporary or permanent works of the pier.

The average number of men employed has been 156 at Dover, and 19 at Rye.

Certificates amounting to 8,000 *l.* have been granted to Messrs. Lee & Son, the contractors, during the past quarter, making the total sum certified and paid for the first and second contracts, and the junction wall, &c., 558,777 *l.*

Summary for the Year.

The foundations of the pier have been extended 125 feet, and the masonry at the level of the quay 102 feet during the year 1863.

We have, &c.
(signed) *Walker & Burges.*

The Secretary to the Admiralty.

RETURN of Expenses and Average Number of Men Employed Daily during the Quarter ending 31st December 1863.

DESCRIPTION of WORK.	Date when the Work was Commenced.	Date when the Work should be Completed.	Amount of Estimate.	Amount authorised for Year.	Amount certified during Quarter.	Amount certified and paid from Commencement, including present Quarter.	Average Number of Men Employed Daily.								
							Clerks and Foremen.	Masons and Divers.	Millwrights.	Carpenters.	Smiths.	Timekeepers and Watchmen.	Labourers.	Sawyers.	Block-makers at Rye.
			£.	£.	£.	£.									
Breakwater from Cheeseman's Head, 1,800 feet long.	- First contract, Oct. 1847. Second contract, Nov. 1854.	- First contract, Oct. 1854. - Second contract, Nov. 1864.	650,000	60,000	8,000	558,777	6	36	2	5	4	3	98	2	19

23, Great George-street, 9 January 1864. (signed) *Walker & Burges.*

Dover.

Engineers' Report for the Quarter ending 31st March 1864.

Sir, 23, Great George-street, 9 April 1864.

Since the date of the last quarterly report, and our appointment to succeed Messrs. Walker & Burges as Superintending Engineers, the following progress has been made with the works of the Admiralty Pier at Dover.

A length of 101 feet of the masonry below low water has been raised an average height of 9 feet; the total length of foundation laid remains as stated in last quarterly report.

Considerable progress has been made with the platform and works for the accommodation of railways on the pier. The ironwork of the promenade for a length of 993 feet has been fixed, and a portion of the stonework has been completed. The continuance of severe frost during January and February retarded the delivery of stone for this portion of the work.

One thousand one hundred and twenty-three tons of dressed granite have been delivered for the works, and 1,031 cubic yards of concrete blocks have been made at Rye during the quarter.

The average number of men employed has been 123 at Dover, and 18 at Rye.

Certificates amounting to 8,000 *l.* have been granted to Messrs. Lee & Son, the contractors, during the last quarter, making the total sum certified and paid for the first and second contracts, and the junction wall, 566,777 *l.*

We have, &c.

(signed) *M'Clean & Stileman.*

The Secretary to the Admiralty.

RETURN of Expenses and Average Number of Men Employed Daily during the Quarter ending 31st March 1864.

DESCRIPTION of WORK.	Date when the Work was Commenced.	Date when the Work should be Completed.	Amount of Estimate.	Amount authorised for Year.	Amount certified during Quarter.	Amount certified and paid from Commencement, including present Quarter.	Average Number of Men Employed Daily.								
							Clerks and Foremen.	Masons and Divers.	Millwrights.	Carpenters.	Smiths.	Sawyers.	Timekeepers and Watchmen.	Labourers.	Block-makers at Rye.
			£.	£.	£.	£.									
Breakwater from Cheeseman's Head, 1,800 feet long.	- First contract, Oct. 1847. Second contract, Nov. 1854.	- First contract, Oct. 1854. - Second contract, Nov. 1864.	650,000	60,000	8,000	566,777	6	29	2	4	4	2	3	73	18

23, Great George-street, 9 April 1864.

(signed) *M'Clean & Stileman,*
Civil Engineers.

Alderney.

2.—ALDERNEY.

ENGINEERS' REPORT for the Quarter ending 30th June 1863.

Sir, 23, Great George-street, 7 July 1863.

A COMMENCEMENT for the season was made with the foundation of the walls of the Western Breakwater on the 25th April, since which time 93 lineal yards of staging have been erected beyond the end of last season's work.

During the same time 63 yards in length of the sea wall have been founded, of which 42 yards are raised 4 feet above high water, and 21 yards to low water level of spring tides. The foundation of the harbour wall has been extended 64 yards during the past quarter, of which 43 yards have been raised to the level of the coping, and the remainder to low water of spring tides.

The hearting between the sea and harbour walls has been carried out along with the walls, and 42 yards in length raised 4 feet above high water.

The damage caused to the masonry by the sea on 20th January last has been repaired. Some further damage was caused to the walls in progress by an easterly gale on the 19th May; this has also been repaired.

In addition to the stone used in the works above described, 12,000 tons have been deposited in the base of the breakwater during the past quarters; of this 2,150 tons have been quarried from sunken rocks in the harbour.

The daily average number of workmen employed has been 433 during the quarter, and of horses 26.

The amount of certificates granted to Messrs. Jackson & Bean, the contractors, during the quarter, has been 19,500*l.*, making a total of 975,554*l.* since the commencement of the works.

We have, &c.

(signed) *Walker & Burges.*

The Secretary to the Admiralty.

RETURN of EXPENSES and Average Number of MEN EMPLOYED DAILY during the Quarter ending 30th June 1863.

DESCRIPTION of WORK.	Date when the Work was Commenced.	Date when the Work should be Completed.	Amount of Estimate.	Amount authorised for Year.	Amount certified during Quarter.	Amount certified from Commencement, including present Quarter.	Average Number of Men Employed Daily.								Horses.
							Clerks, Foremen, &c.	Carpenters and Labourers.	Masons and Labourers.	Smiths and Labourers.	Engineers and Mechanics.	Platelayers.	Quarrymen and Labourers.	Tipmen and Boatmen.	
			£.	£.	£.	£.									
Breakwaters from Grosnez and Château à l'Etoc Points, purchase of land, forming railways, opening quarries, and depositing stone.	June 1847	- -	1,300,000	80,000	19,500	975,554	23	34	163	28	17	11	145	12	26

23, Great George-street, 7 July 1863. (signed) *Walker & Burges.*

ENGINEERS' REPORT for the Quarter ending 30th September 1863.

Sir, 23, Great George-street, 9 October 1863.

THE foundation of the walls of the Western Breakwater has been extended 63 yards during the past quarter, the extreme outer end being now 1,544 yards from the shore, or 32 yards short of the point D, the limit ordered by their Lordships.

The total length of sea and harbour walls which has been founded this season is 126 yards; of this, 62 yards of sea wall have been raised to 13 feet above high water, and the remaining 64 yards to four feet above high water. The total length of harbour wall founded this season, namely, 126 yards, has been raised to four feet above high water, the level of the coping.

The hearting between the sea and harbour walls, for the same length as the walls, is ready for the pitching.

The promenade wall has been carried forward 62 yards, and is raised to the level of six feet above the plinth.

In addition to the stone used in the works above described, 20,360 tons have been deposited during the past quarter to form the base and foreshores of the breakwater; of this 2,216 tons have been quarried and taken to the base from sunken rocks in the harbour.

The average number of men employed during the quarter has been 425, and 26 horses.

The amount of certificates granted to Messrs. Jackson & Bean, the contractors, during the quarter, has been 44,459 *l.*, making a total of 1,020,013 *l.* since the commencement of the works.

We have, &c.
(signed) *Walker & Burges.*

The Secretary to the Admiralty.

RETURN of EXPENSES and Average Number of MEN EMPLOYED DAILY during the Quarter ending 30th September 1863.

DESCRIPTION of WORK.	Date when the Work was Commenced.	Date when the Work should be Completed.	Amount of Estimate.	Amount authorised for Year.	Amount certified during Quarter.	Amount certified from Commencement, including present Quarter.	Average Number of Men Employed Daily.								Horses.
							Clerks, Foremen, &c.	Carpenters, Sawyers, and Labourers.	Masons and Labourers.	Smiths and Labourers.	Enginemen and Mechanics.	Platelayers.	Tipmen and Boatmen.	Quarrymen and Labourers.	
			£.	£.	£.	£.									
Breakwaters from Grosnez and Château à l'Etoc Points, purchase of land, forming railways, opening quarries, and depositing stone.	June 1847	- -	1,300,000	80,000	44,459	1,020,013	23	24	156	21	16	10	17	158	26

23, Great George-street, 9 October 1863. (signed) *Walker & Burges.*

Alderney.

ENGINEERS' REPORT for the Quarter ending 31st December 1863.

Sir, 23, Great George-street, 9 January 1864.

THE sea and harbour walls of the Western Breakwater have not been extended further eastward since our last report, their outer ends being 1,544 yards from the shore; 122 yards of the sea wall have been raised to the level of 19 feet above high water; altogether, 1,408 yards of sea wall and 1,538 yards of harbour wall are complete except the coping.

One hundred and twenty-two yards of promenade wall have been raised during the past quarter to the level of nine feet above the plinth. The total length of promenade wall ready for the coping is 1,395 yards.

The base of the Western Breakwater has not been extended seawards during the quarter; the outer end is 92 yards eastward of the walls.

The total quantity of stone deposited in the base below low water has been 7,852 tons during the last quarter; of this 2,288 tons have been quarried and taken to the base from sunken rocks in the harbour.

During the great storm of the 2d and 3d December last, the sea caused some damage at the outer end of the masonry of the Breakwater, and carried away the contractors' staging. The damage to the masonry has been partially repaired.

The daily average number of men employed during the quarter has been 341, and 26 horses.

The amount of certificates granted to Messrs. Jackson & Bean, the contractors, during the quarter, has been 7,000 *l.*, making a total of 1,027,013 *l.* since the commencement of the works.

Summary of the Year.

Since the beginning of the year the walls have been advanced on the average 126 yards; 52,212 tons of stone have been deposited in the base, including 7,254 tons taken up from sunken rocks in the harbour.

We have, &c.
(signed) *Walker & Burges.*

The Secretary to the Admiralty.

RETURN of EXPENSES and Average Number of MEN EMPLOYED DAILY during the Quarter ending 31st December 1863.

DESCRIPTION of WORK.	Date when the Work was Commenced.	Date when the Work should be Completed.	Amount of Estimate.	Amount authorised for Year.	Amount certified during Quarter.	Amount certified from Commencement, including present Quarter.	Average Number of Men Employed Daily.								
							Clerks and Foremen.	Carpenters and Labourers.	Masons and Labourers.	Smiths and Labourers.	Enginemen and Mechanics.	Platelayers.	Quarrymen and Labourers.	Tipmen and Boatmen.	Horses.
			£.	£.	£.	£.									
Breakwaters from Grosnez and Château à l'Etoc Points, purchase of land, forming railways, opening quarries, and depositing stone.	June 1847	- -	1,300,000	80,000	7,000	1,027,013	22	19	90	20	14	8	155	13	26

23, Great George-street, 9 January 1864.

(signed) *Walker & Burges.*

ENGINEERS' REPORT for the Quarter ending 31st March 1864. Alderney.

Sir, 23, Great George-street, 9 April 1864.

SINCE the date of the last quarterly report, and our appointment to succeed Messrs. Walker & Burges, as superintending engineers, the following progress has been made with the works at Alderney.

The sea wall of the Western Breakwater, for a length of 100 yards, has been raised to the level of 18 feet above high water. The foundations have not been advanced during the quarter.

One hundred and twelve yards of promenade wall have been raised to the level of 13 feet above the plinth.

The base of the Western Breakwater has not been extended seawards since our last report. The outer end being 1,636 yards from the shore.

The total quantity of stone deposited in the base and foreshores of the Breakwater during the quarter has been 17,900 tons.

The quantity of materials prepared and delivered ready for building the walls is 75,191 cubic feet of granite, 212,000 cubic feet of Mannez face stone, and 4,586 cubic yards of concrete blocks.

The daily average number of men employed during the quarter has been 328, and 24 horses.

The amount of certificates granted to Messrs. Jackson & Bean, the contractors, during the quarter, has been 6,500 *l.*, making a total of 1,033,513 *l.* since the commencement of the works.

We have, &c.
(signed) *M'Clean & Stileman.*

The Secretary to the Admiralty.

RETURN of EXPENSES and Average Number of MEN EMPLOYED DAILY during the Quarter ending 31 March 1864.

DESCRIPTION of WORK.	Date when the Work was Commenced.	Date when the Work should be Completed.	Amount of Estimate.	Amount authorised for Year.	Amount certified during Quarter.	Amount certified from Commencement, including present Quarter.	Average Number of Men Employed Daily.								
							Clerks and Foremen.	Carpenters and Labourers.	Masons and Labourers.	Smiths and Labourers.	Enginemen and Mechanics.	Platelayers.	Tipmen and Boatmen.	Quarrymen and Labourers.	Horses.
			£.	£.	£.	£.									
Breakwaters from Grosnez and Château à l'Etoc Points, purchase of land, forming railways, and depositing stone.	June 1847 -	- - -	1,300,000	80,000	6,500	1,033,513	21	24	88	23	14	8	16	134	24

23, Great George-street, 9 April 1864.

(signed) *M'Clean & Stileman,*
Civil Engineers.

3.—HARBOUR OF REFUGE AND

STATEMENT of Expenditure and Number of Men Employed

DESCRIPTION of WORK.	Date of Commencing the Work.	Date when the Work should be Completed.	Amount of Estimate.	Amount Authorised for the Year.
Quarter ending 30th June 1863:				£.
The formation of an inner and outer Breakwater, which, according to the final Plan, will shelter 2,130 acres of Portland Bay; with adjunct works.	- - Railways and preliminary works commenced 11th August 1847. Breakwater commenced 11th December 1849.	December 1865 -	- 1,007,000 *l.* for breakwater, terminating at 8,500 feet from shore, and circular head.	25,000
Quarter ending 30th September 1863:				
The formation of an inner and outer Breakwater, which, according to the final Plan, will shelter 2,130 acres of Portland Bay, with adjunct works.	- - Railways and preliminary works commenced 11th August 1847. Breakwater commenced 11th December 1849.	December 1865 -	- 1,007,000 *l.* for breakwater, terminating at 8,500 feet from shore and circular head.	25,000

BREAKWATER AT PORTLAND.

for the Four Quarters of the Year ending 31st March 1864.

Amount Expended during the Quarter.	£.	Amount Expended from Commencement, including the present Quarter.	£.	Average Number of Workmen, &c. Employed.	No.	REMARKS.
Contract works -	10,300	Contract works, Convict Department, land, stock, plant, and miscellaneous disbursements, including portion of Expenditure to be borne by the War Department - - - - -	1,038,457	Foremen - -	7	- - The quantity of stone deposited in the past quarter is 7,335 tons; of this quantity 1,458 tons have been appropriated in the execution of the Mound, forming the substructure of the North Head and Fort, and 5,877 tons in raising the rubble slopes along the outer portion of the Breakwater, previously kept below the full section, thus forming an addition to the work of 146,553 cubic feet. The total quantity of rough stone deposited since the commencement is 5,178,095 tons.
General disbursements and adjunct works -	855	Less, proportionate cost of works for War Department, block stone, &c., supplied to Her Majesty's Dockyards, and value of land transferred to War Department, and Commissioners of Her Majesty's Woods, &c. - - - - -	78,169	Weighers - -	2	
TOTAL for the Quarter -	11,155	NET EXPENDITURE on Harbour Works - - -	£. 960,288	Brakesmen -	21	
				Quarrymen -	–	
				Masons and Stonecutters - -	26	
				Sawyers - -	–	
				Carpenters -	6	
				Smiths - -	10	
				Fitters, Enginedrivers, &c. -	16	
				Divers - -	14	
				Boatmen - -	4	
				Platelayers -	2	
				Labourers, &c. -	78	
					186	
				Horses - -	13	
				Convicts in Quarries - -	337	
				Convicts at Glacis in Front of South Ditch -	28	
					365	
Contract works - - - - - -	£. 18,500	Contract works, Convict Department, land, stock, plant, and miscellaneous disbursements, including Amount to be borne by War Department - - - - - -	£. 1,057,655	Foremen - -	No. 7	- - The quantity of stone deposited in the work during the past quarter has been 10,406 tons, of which 3,573 tons or 71,388 cubic feet have been appropriated in the Mound forming the substructure of the North Head and Fort, and 6,833 tons or 136,523 cubic feet in raising the rubble slopes along the outer portion of the Breakwater, previously kept below the full section.
Amount to be borne by War Department -	10,137	Less, proportionate cost of works for War Department, block stone, &c., supplied to Her Majesty's Dockyards, and value of land transferred to War Department, and Commissioners of Her Majesty's Woods, &c. - - - - -	88,476	Weighers - -	2	
	8,363			Brakesmen -	20	
General disbursements and Convict Department - -	698	NET EXPENDITURE on Harbour Works - - -	£. 969,179	Quarrymen -	–	
NET EXPENDITURE on Harbour Works -	£. 9,061			Masons and Stonecutters - -	24	
				Sawyers - -	1	
				Carpenters -	4	
				Smiths - -	13	
				Fitters, Enginedrivers, &c. -	16	
				Divers - -	13	
				Boatmen - -	2	
				Platelayers -	3	
				Labourers, &c. -	84	
					189	
				Horses - -	13	
				Convicts in Quarries - -	335	
				Convicts at Glacis in front of South Ditch -	25	
					360	

During the past quarter the remaining portions of the ragstone footing courses of the North Head and Fort have been set in the work, and the Ashlar masonry has made considerable progress; about three-fourths of the courses of Portland Roach under low-water have now been set by the divers.

The deposit of the hearting material within the masonry has been commenced.

The levelling of the area under the foundation courses of the masonry for the North Head and Fort has been completed to the extent of eight-tenths of the whole quantity.

Nine-tenths of the footing courses have been delivered, and six-tenths have been set in the work.

Nearly nine-tenths of the Roach stone required for the work above the "Footings," and under low-water, have now been delivered, and rather more than one-tenth has been set.

Of the stone deposited during the past quarter, 5,700 tons have been sent from the Quarries, and the remainder (1,635 tons) from the Glacis in front of the South-east Ditch of the Verne Fort.

(*continued*)

PORTLAND HARBOUR AND BREAKWATER—*continued.* - - - - -

DESCRIPTION of WORK.	Date of Commencing the Work.	Date when the Work should be Completed.	Amount of Estimate.	Amount Authorised for the Year.
				£.
Quarter ending 31st December 1863:				
The formation of an inner and outer Breakwater, which, according to the final Plan, will shelter 2,130 acres of Portland Bay, with adjunct works.	- - Railways and preliminary works commenced 11th August 1847. Breakwater commenced 11th December 1849.	December 1865 -	- 1,007,000 *l.* for breakwater, terminating at 8,500 feet from shore, and circular head.	25,000
Quarter ending 31st March 1864:				
The formation of an inner and outer Breakwater, which, according to the final Plan, will shelter 2,130 acres of Portland Bay, with adjunct works.	- - Railways and preliminary works commenced 11th August 1847. Breakwater commenced 11th December 1849.	December 1865 -	- 1,007,000 *l.* for breakwater, terminating at 8,500 feet from shore, and circular head.	25,000

* The Map which was annexed to the Return of the Session of 1862 (No. 195) serves for the present year;

Portland, April 1864.

- - - - - PORTLAND HARBOUR AND BREAKWATER—*continued.*

Amount Expended during the Quarter.	Amount Expended from Commencement, including the present Quarter.	Average Number of Workmen, &c. Employed.	REMARKS.
Contract works - - - - - - - - £. 7,700 Amount to be borne by War Department - - - - 4,619 £. 3,081 General disbursements and Convict Department - - - 693 NET EXPENDITURE on Harbour Works - - - £. 3,774	Contract works, Convict Department, land, stock, plant and miscellaneous disbursements, including amount to be borne by War Department - - - - - - £. 1,066,048 Less, proportionate cost of works for War Department, block stone, &c. supplied to Her Majesty's Dockyards, and Value of land transferred to War Department, and Commissioners of Her Majesty's Woods, &c. - - 93,095 NET EXPENDITURE on Harbour Works - - - £. 972,953	No. Foremen - - 7 Weighers - - 2 Brakesmen - 19 Quarrymen - – Masons and Stone-cutters - - 21 Sawyers - - 2 Carpenters - 7 Smiths - - 12 Fitters, Engine-drivers, &c. - 17 Divers - - 9 Boatmen - - 2 Platelayers - 3 Labourers, &c. - 64 165 Horses - - 11 Convicts in Quarries - - 315 Convicts at Glacis in front of South-east Ditch - 7 322	- - The total quantity of stone deposited during the past quarter is 15,730 tons, of which quantity, 8,544 tons, or 170,709 cubic feet have been appropriated in raising the rubble bank and slopes of the outer portion of the Breakwater previously kept below the full section; the remainder (7,186 tons, or 143,576 cubic feet) have been used as "hearting" within the masonry of the North Head. This stone has been quarried and loaded by convict labour. The total quantity of rough stone deposited in the Breakwater mound and foundations &c. to Heads, since the commencement, is 5,204,231 tons. The circular ring of the masonry of the North Head and Fort has now been raised to the level of 2 ft. 6 in. above low water, and one-third of the number of the internal or radial walls have been set up to the same level. The materials forming the "hearting" within the masonry have been deposited up to within one foot of low water.
Contract works - - - - - - - - £. 5,900 Amount to be borne by War Department - - - - 4,773 £. 1,127 General disbursements and Convict Department - - - - 677 NET EXPENDITURE on Harbour Works - - - £. 1,804	Contract works, Convict Department, land, stock, and miscellaneous disbursements, including amount to be borne by the War Department - - - - - - - - 1,072,625 Less, proportionate cost of works for War Department, block stone, &c., supplied to Her Majesty's Dockyards, and value of land transferred to War Department, and Commissioners of Her Majesty's Woods, &c. - - - 98,015 NET EXPENDITURE on Harbour Works - - - £. 974,610	No. Foremen - - 7 Weighers - - 2 Brakesmen - 18 Quarrymen - — Masons and Stone-cutters - - 21 Sawyers - - 2 Carpenters - 10 Smiths - - 15 Fitters, Engine-drivers, &c. - 16 Divers - - 2 Boatmen - - 2 Platelayers - 1 Labourers, &c. - 41 137 Horses - - 13 Convicts in Quarries - - 340	- - During the quarter now ended, 13,453 tons of rough stone have been deposited in the Breakwater. Of this quantity, 10,100 tons have been appropriated in extending the rubble mound to the point of junction with the masonry of the North Head and Fort; and 3,353 tons have been placed in the rubble bank and slopes of the outer Breakwater, previously kept below the full section. During the same period 5,603 tons of stone have been deposited within the masonry of the North Head and Fort, and 6,953 tons in the substructure of the Jetty in connexion with this Fort. The whole of the stone deposited during the past quarter has been quarried and loaded by convict labour. The total quantity of rough stone deposited in the Breakwater from the commencement to this time is 5,230,240 tons. About one-third of the circular ring of the masonry of the North Head and Fort has now been raised to the level of 7 ft. 6 in. above low water, and two-thirds of the internal or radial walls to the level of 2 ft. 6 in. above low water. A Chart is appended, as usual, at this quarter.*

the alteration required being confined to the circular Head and Fort at the extremity of the Breakwater.

(signed) *Jno. Coode*, Engineer in Chief.

HARBOURS OF REFUGE.

DETAILED STATEMENT relative to the HARBOURS of REFUGE at *Dover*, *Alderney*, and *Portland*; together with the QUARTERLY REPORTS of the ENGINEERS, for the Year ending 31 March 1864.

(*Mr. Peel.*)

Ordered, by The House of Commons, *to be Printed,*
23 *May* 1864.

320.

Under 2 oz.

HARWICH HARBOUR.

RETURN to an Order of the Honourable The House of Commons, dated 11 April 1864;—*for*,

COPY of "CORRESPONDENCE between the HARWICH HARBOUR CONSERVANCY BOARD and the BOARD of TRADE, respecting the TOLLS to be levied on SHIPPING within the HARBOUR."

Board of Trade,
20 May 1864.

JAMES BOOTH.

(*Captain Jervis.*)

Ordered, by The House of Commons, *to be Printed*,
23 *May* 1864.

COPY of CORRESPONDENCE between the HARWICH HARBOUR CONSERVANCY BOARD and the BOARD of TRADE, respecting the TOLLS to be levied on SHIPPING within the HARBOUR.

The Clerk to the Harbour Conservancy Board, Harwich, to the President of the Board of Trade.

Harwich Harbour Act, 1863.

Sir, Harwich, 19 September 1863.

I AM directed by the Harwich Harbour Conservancy Board to transmit for the consideration of your Board the list of rates which they propose to levy and take under their said Act, and which they adopted yesterday at a meeting, when all the Conservators who have qualified (eight of the nine) attended.

The reductions to half on vessels in ballast, and the exemption of the two classes of vessels, viz., fishing and yachts, were unanimously adopted by the Conservators, under the authority of the 20th section of the Act.

The Conservancy Board also proposes that any vessel liable to the rates entering the Harbour between the 1st day of October 1863, and the 30th day of September 1864, (both inclusive) the owner or master of which shall pay in advance a sum equal in amount to five payments, shall be exempted from any further payment for rates during that year; this they have considered a wise and fair regulation for vessels constantly using the Harbour, and made to carry out the spirit of the 20th section of the "Harbour Act, 1863," and the 32d section of the 10th Vict. c. 27.

I have taken the liberty of enclosing in duplicate (I hope for your convenience) the notice proposed to be given embodying the proposed list of rates, and these partial and total exemptions; and as the old dues are absolutely taken away from the 30th September instant, I was instructed to beg the favour of early attention, so that if the Board of Trade approves the rates and proposals the same may be duly published before the 1st October next.

I have, &c.
(signed) *Fred. B. Philbrick*,
Clerk to the Conservancy Board.

To the Right Honourable
T. M. Gibson, M.P., President to the
Board of Trade, Whitehall.

(Enclosure.)

The Harwich Harbour Act, 1863.

THE Harwich Harbour Conservancy Board, acting under the powers of the above-mentioned Act, hereby give notice that the following rates levied under the powers and provisions of the said Act, and of the Acts incorporated therewith, will be, and continue payable to the said Board, from and after the 30th day of September 1863, namely:—

LIST OF RATES PAYABLE.

1. On all vessels of 30 tons and upwards, entering Harwich Harbour from the sea, per ton, registered tonnage - - - - - - - - - - One Penny.

Except in the following mentioned cases, namely:—

2. On all vessels entering Harwich Harbour in ballast only, per ton, registered tonnage - - - - - - - - - - - - One Halfpenny.

And except further in the cases of such classes of vessels as are hereinafter specified, namely:—

TOTAL EXEMPTIONS.

3. Vessels used as fishing vessels, and for fishing only.

4. Vessels used as yachts, and for pleasure only.

Which said last-mentioned two particular classes of vessels, numbered 3 and 4 respectively, shall be exempt from all rates to be levied, taken, and collected under the said Act.

PARTIAL EXEMPTIONS.

Any proprietor, captain, master, or other person having charge of any vessel liable to rates, paying to the said Board, in advance, a sum equal to five times the amount to which such vessel is liable for once entering the Harbour, such vessel shall be exempt from all further charge for rates to the said Board, up to, and including, the 30th day of September 1864.

Dated this 29th day of September 1863.

By Order.

See 10 Vict., c. 27, s. 47.

(To be signed by the Clerk, and the place of the principal office of business of the Board to be stated.)

The Clerk to the Harbour Conservancy Board, Harwich, to the President of the Board of Trade.

Harwich Harbour Conservancy Act, 1863.

Sir, Harwich, 22 September 1863.

I AM directed by the Harwich Harbour Conservancy Board to request you will favour them with the views of the Board of Trade as to the best mode of collecting the rates imposed by the Act, and of remunerating the collector employed; and if you will be pleased at the same time to inform the Harwich Board what course is adopted by other Harbour Conservancy Boards in these particulars, they will be additionally obliged.

I was also instructed at the same time to beg you will be good enough to inclose for their guidance a copy of the data upon which the estimate of the dues likely to be received under the Harwich Harbour Act was founded; and as the Conservancy Board will meet again to consider these matters on the 28th instant, I have to solicit a reply before that date.

I have, &c.

To the Right Honourable T. M. Gibson, M.P., President of the Board of Trade, Whitehall.

(signed) *Fred. B. Philbrick*, Clerk.

The Clerk to the Harbour Conservancy Board, Harwich, to the President of Board of Trade.

Harwich Harbour Conservancy Board, Harwich,

Sir, 30 September 1863.

AT a meeting of the Harwich Harbour Board, held on the 28th inst., I was instructed to call your attention to my letters of the 19th and 22d inst., and to beg the favour of a speedy reply thereto, as the old dues are repealed from to-day, and in the absence of any communication from the Board of Trade, my Board can only levy the penny a ton on all shipping, which, I was charged to say, my Conservators deem to be a great injury to the shipping of the harbour generally, and a hardship in particular on those classes of vessels proposed either wholly or in part to be exempted.

I have, &c.

(signed) *Fred. B. Philbrick*,

The Right Hon. T. M. Gibson, M.P., President of the Board of Trade, Whitehall.

Clerk to the Board of Conservancy.

The Secretary, Marine Department, Board of Trade, to the Clerk to the Harbour Conservancy Board, Harwich.

11,367.

Office of Committee of Privy Council for Trade,
Marine Department,
Whitehall, 1 October 1863.

Sir,

I AM directed by the Lords of the Committee of Privy Council for Trade to acknowledge the receipt of your letter of the 19th September, transmitting for the consideration of this Board the list of rates which the Harwich Conservancy Board propose to levy under the powers conferred upon them by the Harwich Harbour Act, 1863.

In reply, I am to request to be informed upon what grounds the Board propose to exempt yachts.

I am also to inquire what are the grounds for which the Board propose vessels which have paid five times in advance as the class of vessels to be exempted from further payment under the 20th section of the Act; and I am to request that the Board of Trade may be furnished with returns showing the average size and character of the vessels to which this exemption will apply, the number of times they enter the Harbour in the course of the year, and the effect of the proposed exemption on the revenue of the Harbour.

The Clerk to the
Harbour Conservancy Board,
Harwich.

I am, &c.
(signed) *T. H. Farrer.*

The Secretary, Marine Department, Board of Trade, to the Clerk to the Harbour Conservancy Board, Harwich.

11,366.

Office of Committee of Privy Council for Trade,
Marine Department,
Whitehall, 1 October 1863.

Sir,

I AM directed by the Lords of the Committee of Privy Council for Trade to acknowledge the receipt of your letter of the 22d ult., requesting to be informed what are the views of the Board of Trade as to the best method to be adopted for the collection of the rates leviable upon ships and goods in the harbour of Harwich, under the Act of 1863.

In reply, I am to acquaint you that, in the opinion of the Board of Trade, the best mode of collecting the dues will be that which best combines efficiency with economy. How this can be effected is a question depending on local circumstances, on which the Board of Trade are not sufficiently informed to offer any decided opinion.

The collection of dues in other harbours is effected in various ways, depending upon the circumstances of each harbour; and it would be scarcely possible to give any useful precedents, unless a case can be found which, in its peculiar circumstances, is analogous to that of Harwich.

A copy of the estimate of dues furnished by the Collector of Customs to this Board whilst the Bill was in progress is enclosed, and that officer will, no doubt, furnish the Board with all the information in his power.

The Clerk to the
Harbour Conservancy Board,
Harwich.

I am, &c.
(signed) *T. H. Farrer.*

(Enclosure.)

ESTIMATED RECEIPT and EXPENDITURE on account of HARWICH HARBOUR, under Proposed BILL.

Dr.	*Vessels.*	*Tons.*	£.
Gross number and average tonnage of all vessels entering the harbour, and revenue, at 1 *d.* per ton - -	6,000	125	3,125
With different averages, and allowing for exemptions, viz.:—	£.	£.	£.
* 2,000 traders' voyages, average 120 tons:			
At 12 voyages (*i. e.* nearly every voyage) -	1,000	–	–
At 6 voyages - - - - - - -	–	500	–
At 3 voyages - - - - - - -	–	–	250
refuge vessels, averaging 125 tons, and 4,000 paying every voyage - - - -	2,083	2,083	2,083
6,000	3,083	2,583	2,333
Exemptions and Allowances: £.			
Vessels under 30 tons, 1% on 3,083 *l.* - - 31			
Vessels over 30 tons, but *bonâ fide* employed in fishing and salvaging, viz.:			
25 Fishing vessels, average 50 tons, and making 12 voyages annually - - 62 } 100			
For vessels employed salvaging - - 38 }			
Uncertainty of collection, and for vessels driven away by toll, 1% on 3,083 *l.* - } 31			
	162	162	162
Estimated Average Receipt - - - £.	2,921	2,421	2,171

Cr.	£.
Expenses of harbour maintenance, excluding new works - - - - - - -	50
Cost of Collection, viz.:—	
Extra pay to four Customs boatmen at Harwich, 10 *l.* per annum each - -	40
Extra boatmen on emergencies, or to relieve Customs boatmen during gales, at 2 *s.* 6 *d.* per day - - - -	52
To tide-surveyor as harbour-master and sub-collector - - - - - - -	50
To tide-surveyor at Ipswich, as sub-collector	30
To tide-surveyor at Mistley, as sub-collector	15
£.	237
Salary of secretary and chief collector.	
Interest on 10,000 *l.* loan.	

* *i. e.* about 166$\frac{8}{12}$ vessels, averaging 120 tons, and making 12 voyages a year each, or 2,000 voyages in all.

Note.—There is little or no chance trade properly so called, and most of the carrying is by vessels belonging to Ipswich, Harwich, and Mistley.

The colliers and general traders at each place make from 12 to 14 voyages inwards per annum.

Few, if any, vessels are likely to be driven away by so small a toll, especially as they not put in *now*, when they can avoid it.

Vessels rarely take the harbour at night, except those belonging to the district.

All vessels should be compelled, under a penalty, to hoist their ensign at the peak, and keep it there until boarded, except those passing through.

The two London steamers (included in the 2,000 traders above) are respectively 100 and 119 tons register, and make six alternate voyages a week for 26 weeks, which would yield in the aggregate 71 *l.*, and if reduced to an annual payment of 35 *l.*, or about 16 *l.* and 19 *l.* respectively, must be partially deducted from one of the above net averages.

No calculation is made or included in the above for British and Foreign war vessels, Trinity steamers, or coast-guard cutters frequently entering the harbour. Query, should all or any of them be charged?

Note.—The cost of a harbour-master and crew at Harwich, independent of the Customs, would probably be at least 300 *l.* a-year, beside the cost and maintenance of boats.

Expenses of harbour maintenance from land guard to the guard borne by the Ordnance.

An outlay will be necessary in a few years for repairs to the old vessels forming the dockyard breakwater, in which, however, the Admiralty and the Corporation are interested, the breakwater protecting the Government Yard; but I have allowed 50 *l.* a year for this, and cannot learn that there are likely to be any other expenses.

The Secretary, Marine Department, Board of Trade, to the Clerk to the Harbour Conservancy Board, Harwich.

11,393.

Office of Committee of Privy Council for Trade,
Marine Department,
Whitehall, 1 October 1863.

Sir,

I AM directed by the Lords of the Committee of Privy Council for Trade to acknowledge the receipt of your letter of the 30th ult., requesting replies to your previous communications of the 19th and 22d ult., with reference to the rates to be levied in Harwich Harbour, and in reply I am directed to refer you to the answers to those letters which have been sent to you this day.

The Board of Trade regret the delay which has occurred; but I am to observe that whilst great harm or injustice might possibly arise from a premature

ture settlement of the exemptions referred to in the letter of the 19th ult., no great evil can arise from levying, for a short period, the dues specified in the Act.

I am, &c.
(signed) *T. H. Farrer.*

The Clerk to the
Harbour Conservancy Board,
Harwich.

The Secretary, Marine Department, Board of Trade, to the Clerk to the Harbour Conservancy Board, Harwich.

11,367.

Office of Committee of Privy Council for Trade,
Marine Department,
Whitehall, 2 October 1863.

Sir,

With reference to my letter of yesterday's date, on the subject of the proposed reduction of rates in Harwich Harbour, I am directed by the Lords of the Committee of Privy Council for Trade to suggest that it will be satisfactory to have a careful and complete estimate both of the expenditure and income, distinguishing under the latter head the various classes of ships which will pay, and showing in detail what will be the effect of all the proposed reductions.

Without such an estimate it will scarcely be possible to form any satisfactory opinion on the points raised by the proposal to reduce the rates.

I am, &c.
(signed) *T. H. Farrer.*

The Clerk to the
Harbour Conservancy Board,
Harwich.

The Clerk to the Harbour Conservancy Board, Harwich, to the Secretary, Marine Department, Board of Trade.

Harwich Harbour Conservancy Board,
Harwich, 8 October 1863.

Sir,

I am directed by the Harwich Harbour Conservancy Board to acknowledge the receipt of your four several communications addressed to me as their clerk, three whereof are dated 1st instant, and numbered respectively 11,366, 11,367, and 11,393, and the letter, dated 2d instant, not bearing any number.

Referring first to the letter 11,366, I am to thank you for the enclosure it contained, of the copy estimate of dues furnished by the Collector of Customs at Harwich, and to state an impression on the part of this Board, that there were further particulars furnished from Ipswich and Mistley, or one of them, which might assist in the endeavour to form a proximate idea of the probable revenue of the harbour.

Should there be any such further particulars in possession of your Board, I am to request the favour of a copy of them.

In answer to letter 11,367, inquiring the grounds upon which this Board proposes that yachts used for pleasure only should be exempted altogether from rates, under the Act of 1863, I am under instructions to specify as such grounds :—

> That it is the usual (if not the almost universal) custom, that such yachts should not pay, and this exemption is not only allowed in British, but also in most foreign harbours in Europe, epecially in France, Portugal, Denmark, Sweden, Norway, and Russia.

The reasonableness of this exemption appears, when it is taken into account that such yachts give extensive employment to many thousands of the seamen of the country at high wages, the great part of which is spent in the harbours frequented by such yachts ; and as pleasure yachts have no means whatever of

securing any return for their large outlay (as trading vessels have, it would be as unjust to the yachts to charge them, as it would be against the interests of any particular harbour to impose the rate.

Considering that foreign governments afford English yachts free access to their harbours without dues, it would seem to this Board a dangerous precedent for an English Harbour Commission to impose a charge which might fall on foreign yachts. Reciprocity of freedom from such dues strikes this Board as the only safe course in this particular.

As an additional ground, this Board entertains a strong conviction that if the rate be levied on yachts, the charge would have the effect of driving from the harbour many vessels of that description which now use it. And while upon this part of the subject, I am to call the attention of the Board of Trade to the fact that even in those harbours on the eastern coast, such as Lowestoft, Great Grimsby, &c. (which might be termed private harbours), no dues are charged on yachts.

Referring to the inquiry (contained in the same letter) into the grounds on which this Board propose that vessels which have paid five times in advance, as the class of vessels to be exempted from further payment under the 20th section of the Act of 1863, I am to state:—

That during the progress of the Bill through Parliament, such 20th clause was inserted with the special object of affording relief to the local trade, and the shipping which frequently used the harbour. At that time the Board of Trade recognised the justice of a distinction between such last-mentioned vessels and those which might only use the harbour occasionally; and it was the unanimous opinion of this Board that, as the competition at this moment between the railway and the water is so keen, the imposition of the entire dues would be likely to place the water at great disadvantage, and that if a vessel paid five times for one year, the burden that would fall on such vessel would be as heavy as it ought to be subject to,—bearing in mind that the intended improvements would be more advantageous to vessels casually running into, than to those commonly frequenting the harbour.

This observation would certainly apply with greater force to sailing than to steam vessels; and should the Board of Trade be of opinion that here another distinction should be made, and that steamers should pay a greater number of times, this Board will give their earnest consideration to the mode by which such latter named distinction should be carried out.

In reply to the request that a return may be furnished showing the average size and character of the vessels to which the proposed exemptions will apply, the number of times they will enter the harbour in the course of the year, and the effect of the proposed exemptions on the revenue of the harbour, I am desired to state this Board regret they have no means of arriving at the information which would enable them to supply the returns asked for beyond this:—that all vessels entering the harbour over 30 tons, and paying the proposed commutation sum, would come within the exemption.

If this Board be correctly informed, there are no returns furnished to your Board of the coasting trade of the country—therefore no aid can thus be obtained.

Time only can supply what is required. After the experience of a year, there would (most likely) be data upon which reliable calculations might be made on the points thus referred to; but without such period of observation, this Board is fully satisfied that any estimate from present sources would be likely to mislead rather than assist.

In reply to the letter of the 2d instant, with the suggestion that it would be "satisfactory to have a careful and complete estimate, &c.," permit me to call attention to the last preceding observations, adding only that, for the reason therein assigned, it is impossible for this Board to form or furnish any such estimate as that suggested.

Addressing myself to the letter 11,393, I am to add that the anxiety of this Board for an early settlement of these questions arises solely from a desire to carry out the duties imposed on the Conservators with as little injury or prejudice to existing interests as may be; and that if the maximum rate of one penny per ton is levied on all vessels, this Board feel that the classes proposed

to

to be exempted will unfairly suffer, and for just so long a time as the arrangement (interim or otherwise) shall last which subjects them to payment.

I am, &c.
(signed) *Fred. B. Philbrick*, Clerk.

The Secretary. Marine Department,
Board of Trade, Whitehall,
London.

The Clerk to the Harbour Conservancy Board, Harwich, to the Secretary, Marine Department, Board of Trade.

Harwich Harbour Conservancy Offices,
Harwich, 6 November 1863.

Sir,

I AM directed by the Harwich Harbour Conservancy Board to represent their wish to have a conference with the President of the Board of Trade on the subjects referred to in my letter of the 8th October last, and to represent that Monday the 23d November inst. would be a convenient day for my Board.

May I therefore beg the favour of your informing me, at your early convenience, whether the proposed appointment will suit the convenience of your President for the intended purpose, and, if so, at what hour?

I have, &c.
(signed) *Fred. B. Philbrick*, Clerk.

The Secretary,
Board of Trade, Whitehall.

The Secretary, Marine Department, Board of Trade, to the Clerk to the Harbour Conservancy Board, Harwich.

12,927.

Office of Committee of Privy Council for Trade,
Marine Department,
Whitehall, 10 November 1863.

Sir,

I AM directed by the Lords of the Committee of Privy Council for Trade to acknowledge the receipt of your letter of the 6th instant, stating that the Harwich Harbour Conservancy Board desired to have a conference with the President of this Board, on the subject referred to in your letter of the 8th October last.

In reply I am to acquaint you that Mr. Milner Gibson will receive the deputation on Monday the 23d, at two o'clock in the afternoon.

I am, &c.
(signed) *T. H. Farrer.*

The Clerk to the
Harbour Conservancy Board,
Harwich.

The Secretary, Marine Department, Board of Trade, to the Clerk to the Harbour Conservancy Board, Harwich.

11,755.

HARWICH DUES.

Office of Committee of Privy Council for Trade,
Marine Department,
Whitehall, 25 November 1863.

Sir,

I AM directed by the Lords of the Committee of Privy Council for Trade to acknowledge the receipt of your letter of the 8th ultimo, on the subject of the rates to be levied in the Harbour of Harwich under the Act of last Session, and I am to request that you will lay the following observations in reply before the Harwich Harbour Conservancy Board.

The reply would have been sent long since, but for the meeting with the President which the Harbour Board have sought, and which took place on the 23d instant.

1. In the first place I am to state that the Board of Trade have no further

Returns in their possession which would be useful to the Conservancy Board in forming an estimate of their probable future revenue.

2. The grounds upon which the Conservancy Board propose to exempt pleasure-yachts from payment of dues are as follows:—

(*a.*) "That it is the practice in this country and abroad."

With respect to foreign countries, my Lords have caused inquiry to be made. In this country, however, there are cases in which yachts are charged with harbour dues, and, supposing a precedent were necessary, these cases would be quite sufficient to justify the charge at Harwich.

(*b.*) "That yachts give employment to many thousands of seamen, who spend their wages in the harbours."

My Lords are unable to see how in this respect yachts differ from trading vessels, which employ and pay a very much larger and quite as valuable a class of seamen.

(*c.*) "That yachts bring no pecuniary returns."

Upon this it is to be observed that the right to levy harbour dues is founded not upon the amount of profit which a ship may earn, but upon the benefit she derives from the harbour works.

(*d.*) "That if the tax is imposed, yachts will be driven from the harbour."

My Lords would remark that the same apprehension was entertained at Ramsgate, but experience has proved that it was totally unfounded.

They desire me further to observe, that if a rule be made allowing vessels to enter free after a certain number of payments in advance for tolls, yachts will have the benefit of that rule, and that they will also have the benefit of any reduction of dues that may be made in favour of vessels in ballast, and will be treated accordingly.

It should be borne in mind that every exemption is equivalent to additional taxation on the class of vessels not exempted.

For the above reasons my Lords are not prepared, as at present advised, to assent to the entire exemption of yachts.

3. As regards fishing vessels, this class of vessels will, for the most part, fall within the exemption of vessels of 30 tons and under, contained in the Act.

No special reasons are alleged in favour of fishing vessels above that tonnage, and many of the reasons given above for not exempting yachts apply to fishing vessels also.

My Lords therefore, as at present advised, decline to assent to this exemption as proposed. But they think that there would be no objection to treating fishing vessels (*i.e.*, vessels which are not carriers of fish, but vessels employed in catching fish) as vessels in ballast.

4. As regards the reduction of the due to one-half in the case of vessels in ballast, my Lords have no objection to offer.

5. With regard to the proposal to exempt vessels that have paid five times in one year, I am to observe that such an exemption in favour of local traders would in the opinion of this Board, as at present advised, throw an undue share of the burden on vessels seeking refuge. The public are already to pay Ten Thousand pounds (10,000 *l.*), one-half of the expense of the proposed works, and the effect of the proposed exemption would be to reduce to a very low amount the proportion to be charged on the local trade. It would also, in my Lords' opinion, be unwise, before knowing what the revenue is likely to be, or what security the Public Works Loan Commissioners will require, to make so sweeping a reduction as this, which it will be very difficult to withdraw hereafter. The Board of Trade are willing, however, to sanction for the present the following reduction or redemption, viz.:

Vessels not being steamers, after paying 10 times in one year, to be exempt for the rest of the year. Steamers, after paying 20 times in one year, to be exempt for the rest of the year.

If the dues for the year are paid beforehand, the sum to be so paid, so far as sailing vessels are concerned, to be the mean between the charge upon vessels with cargo and that on vessels in ballast—viz., 10 times, $\frac{3}{4}$ *d.* a ton.

In

In the case of yachts and of fishing vessels (*i.e.*, vessels employed in catching fish), the same to be calculated as upon vessels in ballast—viz., 10 times, ½ *d.* a ton.

Barges adapted for river navigation to be free after paying five times in one year, instead of 10 times, as in the case of other sailing vessels, and the sum to be paid by them beforehand to be reduced accordingly. This reduction appears to be fair, as these barges draw comparatively little water, and will therefore derive the less benefit from the proposed works.

A copy of a memorial which the Board of Trade have received on this subject is enclosed.

In conclusion, I am to say that the Board of Trade will gladly reconsider the reductions whenever experience shall have shown what the revenue is, what the expenses are, and what is the incidence of the tax upon the various ships which pay it. In the meantime they do not think that it would be either just or prudent to go further than is indicated above.

I am, &c.
(signed) *T. H. Farrer.*

The Clerk to the
Harbour Conservancy Board,
Harwich.

The Clerk to the Harbour Conservancy Board, Harwich, to the Secretary, Board of Trade.

Harwich Harbour Conservancy Board,
Sir, Harwich, 2 March 1864.

Referring to your letter (No. 11,755) of the 25th November last, on the subject of the rates to be levied under "The Harwich Harbour Conservancy Act, 1863," I am directed by my Conservators still to urge upon the Lords of the Committee of Privy Council for Trade the fairness of the proposition that yachts and fishing vessels should be totally exempted from the payment of rates.

1st. As regards yachts, I am instructed still to press upon the consideration of their Lordships the reasons for exemption, already submitted in my letter of the 8th October last, and to repeat that as yachts are treated in the same manner as ships in Her Majesty's Navy with regard to light dues, &c., they should be so dealt with as regards harbour dues. To which observation may be added, that the license granted to a yacht from the Admiralty establishes a distinction between it and an ordinary sailing vessel which, it is contended, entitles the yacht to be considered as altogether on a different footing from trading vessels.

2dly. As regards fishing vessels (*i.e.*, vessels employed in catching fish), it still appears to the Conservancy Board that this class should be totally exempted. It will be found, on inquiry, that the conclusion at which the Board of Trade has arrived, "that this class of vessels will, for the most part, come within the exemption of 30 tons and under," is incorrect. All, or nearly all, the fishing vessels using Harwich Harbour are employed in the deepsea fishing, and exceed 30 tons.

The total exemption of fishing boats appears to have been recognised and sanctioned by the Legislature in the case of Ramsgate Harbour; and if the circumstances of Harwich somewhat differ from those of Ramsgate, the difference is greatly in favour of Harwich, and calls for the exemption sought.

The recital introductory to clause 20 in the "Harwich Harbour Act, 1863," and the clause itself fully establish the position that it was expedient certain classes of vessels should be relieved from rates, provided they "frequently" used the harbour; and the Conservancy Board therefore feels that this class of vessels comes within the spirit and, it may almost be said, within the letter of this provision.

I am charged further to urge upon the attention of their Lordships, that the proposed exemption of sailing vessels from any further payments beyond 10 in any one year, will, in truth, be no advantage whatever, inasmuch as the great majority of sailing vessels which enter the harbour are vessels trading with the North of England in coals and corn, and would not, on any fair average, make more than 10 voyages in a year. As, therefore, the suggested number of 10 payments in a year would not be any relief, and keeping in view the intention

of the Legislature, as evidenced by Clause 20 of the Act before referred to, I am to suggest that instead of 10 the number should be put at 7.

I am further to submit that the distinction drawn between barges and other sailing vessels cannot be justified, and that the Conservancy Board considers all sailing vessels should be charged alike, and entitled to exemption for the residue of the year after the same number of payments. So far as barges would be affected by this proposal, no injustice would be inflicted on them; for while the ordinary trader to the North would make on the average only ten voyages a year, the barges would average twenty in their trade, and thus secure to the full extent an advantage over all other sailing vessels charged with the rates more than equivalent to any preference they may contend for owing to their light draught of water.

I am to add, in reference to that part of this letter which relates to barges and sailing vessels, that Captain Jervis, M.P. (the member of the Board who is nominated by the Corporation of Harwich), dissents therefrom, being of opinion that the payment of rates on sailing vessels five times is as large a local contribution to the improvements under the Act as was contemplated, and that any heavier payment would be contrary to the spirit of the 20th clause; and, more particularly as regards barges, he is of opinion that no greater amount of rates should be imposed on them beyond that mentioned in your letter of the 25th November last.

I am, &c.
(signed) *Fred. B. Philbrick*, Clerk.

The Secretary,
Marine Department, Board of Trade;
Whitehall, London, S.W.

The Secretary, Board of Trade, to the Clerk to the Harbour Conservancy Board, Harwich.

H—557.

Sir, Board of Trade, Whitehall, 12 March 1864.

I AM directed by the Lords of the Committee of Privy Council for Trade to acknowledge the receipt of your letter of the 2d instant, in which upon the part of the Harwich Harbour Conservancy Board you urge, with reference to the letter from this Board of the 25th November assenting to certain reductions of and exemptions from rate, certain proposals of the Conservancy Board for extending these reductions and exemptions.

In reply, I am to state to you that on the former occasion these points were most carefully considered and discussed, and my Lords see nothing in the reasons now urged by the Conservancy Board which should lead them to alter the opinions they have expressed upon the subject of these exemptions.

I am, &c.
(signed) *T. H. Farrer.*

The Clerk to the
Harbour Conservancy Board,
Harwich.

The Clerk to the Harbour Conservancy Board, Harwich, to the Secretary, Board of Trade.

HARWICH RATES.

Harwich Harbour Conservancy,
Sir, Harwich, 8 April 1864.

REFERRING to the correspondence which has taken place on this subject, and having special regard to your letter dated the 12th ultimo, the Conservancy Board directs me to say that they have, in deference to the views of the Lords of the Committee of Privy Council for Trade, drawn out, and authenticated by their seal, a List of Rates to be taken, in conformity with the letter from your Department of the 25th of November last (No. 11,755), which List I am directed to enclose for your Board's formal sanction, in order that the Rates may hereafter be collected according to such List.

I am

I am to add a request that you will be pleased to submit this List to your Board with as little delay as practicable, as the Conservancy Board is anxious that the rates should be taken on the reduced scale as soon as may be.

In addition to this request, I am specially charged to say that, in submitting this scale of rates for approval, the Conservancy Board defers to the decision of the Board of Trade; but they are anxious it should be understood that the views of the Conservators, as recorded in the correspondence which has taken place on this subject, are unaltered.

See Enclosure to letter of 23 April p. 14.

I am, &c.
(signed) *Fred. B. Philbrick*, Clerk.

T. H. Farrer, Esq., Secretary Marine Department,
Board of Trade.

The Secretary, Board of Trade, to the Clerk to the Harbour Conservancy Board, Harwich.

H—852.

Sir, Board of Trade, 14 April 1864.

I AM directed by the Lords of the Privy Council for Trade to acknowledge the receipt of your letter of the 8th instant, forwarding a list of the rates payable to the Harwich Harbour Conservancy Board by vessels frequenting the harbour, subject to certain reductions and exemptions there stated, and requesting the approval of my Lords, as required by the Harwich Harbour Act, 1863.

In reply, I am to acquaint you, that my Lords approve of the proposed reductions and exemptions; and in order that their Lordships' allowance may be formally signified, it will be necessary that a second sealed copy of the list of rates, of the same date, should be sent to this office; one copy will then be returned with the certificate of their Lordships' approval, and the other will be recorded in this Department.

I am, &c.
(signed) *James Booth.*

The Clerk to the
Harbour Conservancy Board,
Harwich.

The Clerk to the Harbour Conservancy Board, Harwich, to the Secretary, Board of Trade.

Harwich Harbour Conservancy Board,
Sir, Harwich, 16 April 1864.

REFERRING to your letter of the 14th instant, respecting the rates to be sanctioned by the Lords of the Committee of Privy Council for Trade, permit me to say, that as only the copy you have was sealed by the Conservancy Board, I cannot get another copy so authorised without convening another meeting of my Board.

But I enclose you a copy, authenticated as such by the signature of the Chairman of my Board, which he signed at the meeting, and trust it will be sufficient to enable my Lords of your Board to accord the formal sanction required.

See p. 14.

I am, &c.
(signed) *Fred. B. Philbrick.*

James Booth, Esq.,
Board of Trade, Whitehall, London.

The Secretary, Board of Trade, to the Clerk to the Harbour Conservancy Board, Harwich.

H—913.

Sir, Board of Trade, 23 April 1864.

I AM directed by the Lords of the Privy Council for Trade to acknowledge the receipt of your letter of the 16th instant, accompanied by a copy of the list of rates payable under "The Harwich Harbour Act, 1863;" stating

reductions, partial exemptions, and payments in advance, and requesting the formal sanction of this Board, as required by the Act; and in reply, I am directed to return you the original list, under the seal of the Harwich Conservancy Board, with the approval of this Board signified thereon.

I am, &c.
(signed) *James Booth.*

The Clerk to the
Harbour Conservancy Board,
Harwich.

(Enclosure.)

THE HARWICH HARBOUR ACT, 1863.

THE Harwich Harbour Conservancy Board, acting under the powers of the above-mentioned Act, hereby give notice that the following Rates, levied under the powers and provisions of the said Act and of the Acts incorporated therewith, will be and continue payable to the said Board from and after the *11th April 1864, namely:—

* Subsequently altered to 27th.

LIST OF RATES PAYABLE.

ON all vessels of 30 tons and upwards, entering Harwich Harbour from the sea, per ton, registered tonnage, one penny.

Subject to the aftermentioned reductions, partial exemptions, and regulations for payment in advance:—

REDUCTIONS.	PARTIAL EXEMPTIONS.	PAYMENTS IN ADVANCE.
per ton. s. d. Vessels in ballast - - - -½ Vessels employed in catching fish - - - -½ Yachts - - - - -½	Every vessel, not being a steamer or a barge adapted for river navigation, which shall have made in any one year ten payments of the rates chargeable, shall be exempted from further payment during the rest of that year. Every steamer which shall have made, in any one year, twenty payments of the rates chargeable, shall be exempted from further payments during the rest of that year. Every barge adapted for river navigation which shall have made, in any one year, five payments of the rates chargeable, shall be exempted from further payments during the rest of that year.	The rates for every sailing vessel may be paid in advance for any one year, to commence from the 1st day of October; and in such last-mentioned case the sum to be paid shall be the mean between the rate chargeable upon such vessel with cargo, and that on such vessel in ballast.

The commencement of the year in all cases to be the 1st day of October.

Dated this 7th day of April 1864.

By Order,
(signed) *Fred. B. Philbrick,*
Clerk to the Harwich Harbour
Conservancy Board.

Seal.

Office of Board,
Church-street, Harwich.

The Board of Trade, pursuant to "The Harwich Harbour Act, 1863," approve of the reductions and exemptions contained in the foregoing list of Rates.

Signed by order of the Board of Trade, this 23d day of April 1864,

James Booth,
One of the Secretaries of the said Board.

Telegram from Clerk to the Harbour Conservancy Board, Harwich, to the Secretary, Board of Trade.

25 April 1864.

HARWICH HARBOUR CONSERVANCY.

PLEASE sanction 27th instant, as day for commencement of New Rates.—Please reply.

The Secretary, Board of Trade, to the Clerk to the Harbour Conservancy Board, Harwich.

H—953.

Sir, Board of Trade, 25 April 1864.

IN reply to your telegram received this date, with reference to the dues to be levied at Harwich Harbour, I am to acquaint you that my Lords have no objection to fixing the 27th instant as the date upon which the Schedule of Rates is to come into operation; but to enable them to make the alterations, it is necessary that you should return the sealed copy sent you on the 23d instant, or supply two other sealed copies for endorsement.

I am, &c.
(signed) *James Booth.*

The Clerk to the
Harbour Conservancy Board,
Harwich.

The Clerk to the Harbour Conservancy Board, Harwich, to the Secretary, Board of Trade.

Harwich Harbour Conservancy, Harwich,
Sir, 30 April 1864.

IN reply to your letter of the 25th instant, on the subject of the List of Rates to be taken in the Harbour, I beg to enclose the sealed copy of such List as sanctioned by Order of the Lords of the Committee of Privy Council for Trade, in order that the date may be altered in the first page, from the 11th to the 27th day of April, as the day from which the new rates come into force. See p. 14.

And by the favour of such alteration being made, and of said List being afterwards returned to me,—

I am, &c.
(signed) *Fred. B. Philbrick,*
Clerk to the Conservancy.

The Secretary,
Marine Department, Board of Trade,
London, S.W.

The Secretary, Board of Trade, to the Clerk to the Harbour Conservancy Board, Harwich.

H—999.

Sir, Board of Trade, 3 May 1864.

I AM directed by the Lords of the Committee of Privy Council for Trade to acknowledge the receipt of your letter of the 30th April, accompanied by the List of Rates to be levied at the Harbour of Harwich, under "The Harwich Harbour Act, 1863," which is herewith returned, with the alteration in date made as requested. See p. 14.

I am, &c.
(signed) *James Booth.*

The Clerk to the
Harbour Conservancy Board,
Harwich.

HARWICH HARBOUR.

COPY of Correspondence between the Harwich Harbour Conservancy Board and the Board of Trade, respecting the Tolls to be levied on Shipping within the Harbour.

(*Captain Jervis.*)

Ordered, by The House of Commons, *to be Printed*,
23 *May* 1864.

327.

Under 3 *oz.*

009

RETURN to an Order of the Honourable The House of Commons, dated 18 July 1864;—*for*,

COPY "of all CORRESPONDENCE relating to the Appointment of the CONSERVATORS of HARWICH HARBOUR, who have been nominated by the Board of Trade, the Admiralty, and the Treasury respectively; together with the Names of the Conservators, and the Dates of their several Appointments."

Treasury Chambers, 28 July 1864.

F. PEEL.

— No. 1. —

Mr. *Cobbold*, M.P., to the President of the Board of Trade.

Sir, Holywells, Ipswich, 11 August 1863.

I HAVE learned with much surprise that Mr. John Vaux, Mr. Robert Nalborough, and Mr. John Maine, of Harwich, state that they have been nominated on the part of some of the Government Departments, of which the Board of Trade must, if the statements be true, be necessarily one, to be members of the Board of Conservancy, under the Harwich Harbour Act of last Session.

I cannot believe this to be the case without some official confirmation, as such appointments would be in contravention of the principle which was recognised by yourself and Mr. Farrer, in the presence of Captain Jervis, M.P., that the Government Departments should have at least an equal number of representatives at the Board with those nominated by the local authorities, so that persons having local interests or prejudices should not have an undue influence at the Board.

I therefore venture to ask whether it is a fact that the three gentlemen above named, or either of them, or any other residents at Harwich, have been appointed Conservators under the Harwich Harbour Act, by the Board of Trade.

I have, &c.

The Right Hon. T. Milner Gibson, M.P., President of the Board of Trade, &c. &c. &c.

(signed) *John C. Cobbold.*

— No. 2. —

Mr. *G. A. Hamilton* to Lord *Alfred Paget*.

My Lord, Treasury Chambers, 20 August 1863.

I AM directed by the Lords Commissioners of Her Majesty's Treasury to acquaint you that they have been pleased, by virtue of the powers vested in them by the Act 26 & 27 Vict. c. 71, to nominate your Lordship to be one of the Conservators forming the Harwich Harbour Conservancy Board.

I am, &c.

The Lord Alfred Paget, 42, Grosvenor-place.

(signed) *G. A. Hamilton.*

— No. 3. —

MINUTE of the Board of Trade, appointing Conservators.

MY Lords are pleased, in pursuance of the 4th section of the Harwich Harbour Act, 1863 (26 & 27 Vict. c. 71), to appoint Mr. Luke Richmond, of Harwich, and Mr. Nalborough, of Harwich, to be two of the Conservators in the Harwich Harbour Conservancy Board.

Acquaint them accordingly.

Thomas Milner Gibson.

Board of Trade, 22 August 1863.

— No. 4. —

Mr. *Fane*, Board of Trade, to Mr. *Luke Richmond.*

Sir, Board of Trade, 24 August 1863.

I AM directed by the Lords of the Committee of Privy Council for Trade to acquaint you that my Lords have, in pursuance of the 4th section of the "Harwich Harbour Act, 1863" (26 & 27 Vict. c. 71), appointed you to be one of the Conservators for the "Harwich Harbour Conservancy Board."

I am, &c.

To Luke Richmond, Esq., Harwich. (signed) *W. D. Fane.*

— No. 5. —

Mr. *Fane*, Board of Trade, to Mr. *Nalborough.*

Sir, Board of Trade, 24 August 1863.

I AM directed by the Lords of the Committee of Privy Council for Trade to acquaint you that my Lords have, in pursuance of the 4th section of the "Harwich Harbour Act, 1863" (26 & 27 Vict. c. 71), appointed you to be one of the Conservators for the "Harwich Harbour Conservancy Board."

I am, &c.

To Robert Nalborough, Esq., Harwich. (signed) *W. D. Fane.*

— No. 6. —

By the Commissioners for executing the Office of Lord High Admiral of the United Kingdom of Great Britain and Ireland, &c.

WHEREAS we are empowered by the Act 26 & 27 Victoria, entitled, "The Harwich Harbour Act," herewith enclosed, to nominate one of the body corporate for providing the Conservation of Harwich Harbour, and for the regulation, management, and improvement thereof.

We, in virtue of the said Act, do hereby appoint and constitute you to be one of the said Conservators of Harwich Harbour accordingly.

Given under our hands and the seal of the Office of Admiralty, this 25th day of August 1863.

(signed) *Charles Eden.*
J. Stansfeld.

To John Vaux, Esq., Harwich.

(By command of their Lordships.)

(signed) *W. G. Romaine.*

— No. 7. —

The Secretary, Board of Trade, to Mr. *Cobbold*, M.P.

(No. 9884.)

Sir, Board of Trade, 26 August 1863.

I AM directed by the Lords of the Committee of Privy Council for Trade to acknowledge the receipt of your letter of the 11th instant, requesting to be informed as to the names of the Conservators who have been nominated by the Government under the Harwich Harbour Act of 1863; and, in reply, I am to acquaint you that, in pursuance of the 4th section of the Act in question, this Board have appointed Mr. Robert Nalborough and Mr. Luke Richmond as two of the Conservators on the "Harwich Harbour Conservancy Board."

My Lords are not at present informed as to the nominees of the other departments of Government.

I am, &c.

John C. Cobbold, Esq., M.P., Holywells, Ipswich. (signed) *T. H. Farrer.*

— No. 8. —

Mr. *Luke Richmond* to Mr. *Fane*, Board of Trade.

Sir, Harwich, 26 August 1863.

I BEG to acknowledge the receipt of your communication of the 24th instant, from the Lords of the Committee of Privy Council for Trade, appointing me one of the Conservators, under the Harwich Harbour Act of 1863.

I am, &c.

W. D. Fane, Esq., Board of Trade. (signed) *Luke Richmond.*

— No. 9. —

Mr. *Robert Nalborough* to the Secretary, Board of Trade.

Sir, 4, Hanover Square, Harwich, 27 August 1863.

I BEG to acknowledge your communication of the 24th instant, from the Lords of the Committee of Privy Council for Trade, appointing me one of the Conservators under the Harwich Harbour Conservancy Board.

I am, &c.

The Secretary, Marine Department, Board of Trade. (signed) *Robert Nalborough.*

— No. 10. —

Mr. *Cobbold*, M.P., to the Secretary, Board of Trade.

Sir, Holywells, Ipswich, 27 August 1863.

I HAVE the honour to acknowledge the receipt of a letter of yesterday's date, written by direction of the Lords of the Committee of Privy Council for Trade, informing me, in reply to a letter which I took the liberty of addressing to the President, that, in pursuance of the 4th section of the Harwich Harbour Act, their Lordships have appointed Mr. Robert Nalborough and Mr. Luke Richmond as two of the Conservators on the Harwich Conservancy Board.

I can only attribute it to the absence of the President and yourself at this period of the year, and to the circumstance that the acting members of their Lordships' Board, in your absence, could not have been informed of what took place during the progress of the Bill through Parliament, between the President

with yourself on the one hand, and Captain Jervis and myself on the other, that such appointments should have been made by their Lordships.

I have most respectfully to request that their Lordships will reconsider these appointments, and that Captain Jervis and myself may be favoured with an interview with their Lordships when the President returns to London, and before these appointments are confirmed.

I have, &c.

The Secretary, Marine Department, Board of Trade.

(signed) *John C. Cobbold.*

— No. 11. —

The Assistant Secretary, Trinity House, to the Secretary, Board of Trade.

Trinity House, London, E.C., 3 September 1863.

Sir,

I am directed by the Elder Brethren to acquaint you, for the information of the Lords of the Committee of Privy Council for Trade, that in pursuance of the provisions of the 4th section of the Harwich Harbour Act of the last Session of Parliament, this Corporation has appointed Rear-Admiral Collinson, C.B., one of the Conservators for carrying that Act into execution.

I have, &c.

(signed) *George Herbert,*
Assistant Secretary.

The Secretary, Marine Department, Board of Trade.

— No. 12. —

Mr. *Cobbold,* M.P., to the Secretary, Board of Trade.

Holywells, Ipswich, 8 March 1864.

Sir,

On the 27th of August last I troubled you with a letter on the subject of the appointment, by the Lords of the Committee of Privy Council for Trade, of Mr. Robert Nalborough and Mr. Luke Richmond as two of the Conservators for Harwich Harbour, under the 4th section of the Harwich Harbour Act of last Session, and requested that Captain Jervis and myself might be favoured with an interview with their Lordships when the President (who was then absent from London) should have returned.

To this letter I did not receive any reply.

On the 13th of October, however, I had the honour of accompanying deputations from the Mayor and Town Council of Ipswich, from the Ipswich Dock Commissioners, and from the Association of Shipowners at Ipswich, to their Lordships' Board; and of having an interview with the President, at which the several deputations urged upon him not only that the respective interests which they represented were prejudiced by the appointment of three persons resident at Harwich (a resident there having also been appointed by the Board of Admiralty), in addition to the member of the Conservancy appointed by the Corporation of Harwich, but that it was contrary to the understanding on which the several interests represented by the deputations instructed their members not to oppose the Bill in Parliament, but to assent to the relinquishment of the valuable and important property and jurisdiction which the Bill withdrew from the town of Ipswich.

It was urged that if the Government Departments determined to continue the appointments of persons resident in the locality, in contravention of the understanding which was recognised by yourself and the President during the progress of the Bill through Parliament in interviews with myself and Captain Jervis, and which I communicated to my constituents at the time, that the proportion of Conservators which the Act of Parliament gave Ipswich amongst the local Conservators should be fairly preserved; and that it was not just to the much larger interests of Ipswich that Harwich should have double the number of representatives at the Conservancy Board.

When

When the matter had been fully laid before the President by the deputation, he said that he would consider the subject, and would communicate to them the result; but no communication has yet been received.

I must beg leave to confirm the statement made by the deputations, that it was clearly understood by me and, I believe, by Captain Jervis, and it was recognised by yourself, that the Government Departments would appoint gentlemen unconnected with the locality, so that persons having local interests or prejudices should not have an undue influence at the Board; and on this ground, amongst others, the urgent claims of the proprietors of the steam navigation to appoint a Conservator were not admitted.

I forbear to say anything as to the qualifications or position of the persons whom the Board of Trade have appointed, but on public grounds as well as in justice to my constituents, and I may say to myself also, I have to repeat my request that these appointments may be reconsidered.

I am, &c.

To the Marine Secretary of the Board of Trade. (signed) *John C. Cobbold.*

— No. 13. —

The Secretary, Board of Trade, to Mr. *Cobbold*, M.P.

Sir, Board of Trade, 14 March 1864.

I AM directed by the Lords of the Committee of Privy Council for Trade to acknowledge the receipt of your letter of the 8th instant, with regard to the appointments made by this Board under "The Harwich Harbour Act, 1863," and requesting that such appointments should be reconsidered.

I am, &c.

J. C. Cobbold, Esq., M.P., Ipswich. (signed) *T. H. Farrer.*

— No. 14. —

Names of the Conservators of Harwich Harbour, and the Dates of their several Appointments.

Lord Alfred Paget - - - -	20 August 1863.
Mr. John Vaux - - - -	25 August 1863.
Mr. Luke Richmond - - -	22 August 1863.
Mr. Nalborough - - - -	22 August 1863.
Captain Henry Jervis White Jervis, M.P.,	1 August 1863.
Rear-Admiral Richard Collinson, C. B.,	29 August 1863.
Mr. George Josselyn - - -	9 October 1863.
Mr. George Mason - - - -	29 July 1863.
Mr. Robert Free - - - -	12 August 1863.

HARWICH HARBOUR.

COPY of all Correspondence relating to the Appointment of the Conservators of Harwich Harbour, who have been nominated by the Board of Trade, the Admiralty, and the Treasury respectively; together with the Names of the Conservators, and the Dates of their several Appointments.

(*Sir Stafford Northcote.*)

Ordered, by The House of Commons, *to be Printed,*
28 *July* 1864.

556.

Under 1 *oz.*

HOLYHEAD HARBOUR (COMMUNICATIONS, &c.)

RETURN to an Order of the Honourable The House of Commons, dated 9 February 1864;—*for*,

COPIES "of all COMMUNICATIONS which have taken place between the Treasury and the Board of Trade, or Board of Admiralty, in reference to carrying into effect the RECOMMENDATIONS contained in the REPORT of the SELECT COMMITTEE appointed in the last Session of Parliament to inquire into HOLYHEAD HARBOUR:

And, "of all CORRESPONDENCE which may have taken place between those Departments and the Contractors for the HOLYHEAD and KINGSTOWN MAIL and PASSENGER SERVICE (in continuation of Parliamentary Paper No. 515, of Session 1860)."

Whitehall Treasury Chambers, 29 February 1864. F. PEEL.

— No. 1. —

(4445.)

The Secretary, Marine Department, Board of Trade, to Mr. *Hawkshaw*, C.E.

Board of Trade, Whitehall,
20 April 1863.

Sir,

I AM directed by the Lords of the Committee of Privy Council for Trade to forward to you herewith an extract of a letter which has been received by the Treasury from the City of Dublin Steam Packet Company on the subject of certain works in progress at Holyhead; and I am to request you will forward to this office any observations you may have to offer on the statements set forth therein.

See page 45 of Parl. Paper 236 of 1863.

It will be desirable that on the occasion of the first northerly gale the effect on the new works should be carefully observed.

I am, &c.
(signed) *T. H. Farrer.*

John Hawkshaw, Esq., C.E.,
33, Great George-street, Westminster.

— No. 2. —

(4445.)

The Secretary, Marine Department, Board of Trade, to Captain *Priest*, R.N.

Board of Trade, Whitehall,
20 April 1863.

Sir,

I AM directed by the Lords of the Committee of Privy Council for Trade to forward to you herewith an extract of a letter which has been received by the Treasury from the City of Dublin Steam Packet Company on the subject of certain works in progress at Holyhead, and I am to request you will forward to this office any observations you may have to offer on the statements set forth therein.

See page 45 of Parl. Paper 236 of 1863.

It will be desirable that on the occasion of the first northerly gale the effect on the new works should be carefully observed.

I am, &c.
(signed) *T. H. Farrer.*

Captain Priest, R.N.,
Harbour Master, Holyhead.

— No. 3. —

(No. 93.)

The Secretary of the City of Dublin Steam Packet Company to the Secretary of the Treasury.

City of London Steam Packet Company,
Office 15, Eden Quay, Dublin,
29 May 1863.

Sir,

I AM desired to transmit to you the enclosed copy of a reply to a letter lately received from the Post Office (also enclosed), in reference to the time occupied on the Channel part of the mail service between London and Kingstown, and on the consumption of coal in the packets.

19 May 1863.
29 May 1863.

Mis-statements made by parties in a hostile and unfair spirit appear to have created impressions prejudicial to the Company; lest these impressions may have also been conveyed to the Lords of Her Majesty's Treasury, with whom the Directors negotiated the terms of the postal contract, they deem it right to put you in possession of their denial of the existence of any grounds for such impressions, as well as of the way in which they have offered to refute the mis-statements, by submitting their books and accounts of the working of the service to the fullest inspection.

I have, &c.
(signed) *P. Howell*, Secretary.

To the Secretary of the Treasury.

Enclosures in No. 3.

Mail Office, General Post Office, London, E.C.,
19 May 1863.

Sir,

I BEG leave to call your attention to my letter of the 28th ult., respecting a delay to the extent of 25 minutes, to the up-night mail despatched from Kingstown on the 27th ult., and to my further letter of the 8th instant upon the same subject.

I shall be glad to be favoured, as early as possible, with some communication from you in regard to the loss of time which occurred upon this particular occasion, in order that I may be enabled to furnish information which the Postmaster General is desirous of having, as there is reason to believe that the delay on this occasion might have been avoided if more coal had been used.

I am also instructed by the Postmaster General to inquire whether the commanders of the packets are restrained from using coals in sufficient quantity to enable them to make the passage in the time contemplated by the sub-contract between the co-contractors for the service.

I have, &c.
(signed) *John West*,
Deputy Inspector General of Mails.

C. E. Stewart, Esq.,
London and North-Western Railway,
Euston Station, N.W.

City of Dublin Steam Packet Company,
15, Eden Quay, Dublin,
29 May 1863.

Sir,

THE copy of your letter of 19th, addressed to Mr. Stewart, which was transmitted by him to this Office, I have read at the meeting of the Board of Directors this day, the first opportunity since its receipt; and I have been instructed to send you the following reply on the concluding remarks referring to the coaling of the vessels, and to the division of time between the sea and land parts of the service, as provided by the sub-contract under certain contingencies.

Mr. Stewart having stated in a recent letter that the sub-contract has not been communicated to the Post Office on the part of his Company, as they have, he adds, consistently declined to recognise any fixed times other than those appointed for the terminal points of Euston and Kingstown.

The Directors do not, therefore, feel at liberty to go into the question of the division of time further than to say that the view taken of it in your letter is not the correct interpretation of the arrangement contained in the sub-contract. No objection, however, will be raised on the part of this Company to produce and freely discuss the sub-contract, but the concurrence

concurrence of the London and North Western Company must be obtained for the adoption of this course.

With reference to the consumption of coal in the packets, I beg to state that no change has been made for the past two years, or since the time when the makers of the engines withdrew their men, and those in the immediate service of the Company took charge. Previously, the consumption was not in any way watched over; but since the engine department has been solely within the control of the officers of the Company, attention has been given to prevent waste, and to limit the consumption as nearly as possible to the quantity contemplated by the postal contract, without interfering with the due performance of the service.

The Directors have been informed that for some time past persons in the employment of the harbour master at Holyhead, who acts also for the Post Office, have been engaged to count the number of sacks of coal supplied to the packets at that side of the Channel. This not only seems an undesirable mode of obtaining information to transmit to the Post Office, but is so imperfect, giving no account of the quantity supplied at Kingstown, that inference from such returns cannot be relied on.

I am instructed, however, to say that if the Postmaster General should desire the correct information, the books of the Company, showing the quantity of coals consumed in each month, and every other item of expenditure incurred in the working of the mail packets from the commencement of the contract, shall be open to the fullest examination by competent and impartial persons to be appointed for the inquiry.

At the same time, the opportunity would be afforded the Directors of proving that the vessels have in no case exceeded the time proposed to them, on the part of the Government, for the sea part of the service, unless from want of the accommodation at Holyhead, or other causes not within the control of the Company.

I am, &c.

John West, Esq., (signed) *P. Howell*, Secretary.
Deputy Inspector General of Mails, London.

— No. 4. —

Captain *Priest*, R.N., to the Secretary, Marine Department, Board of Trade.

Reporting on the Great Eastern Jetty.

Harbour Office, Holyhead,
18 July 1863.

Sir,

Your letter of 20th April 1863, No. 4445, directs me to report the effects of strong northerly winds on the Great Eastern Jetty. Since its receipt, until this day, we have not experienced any very strong winds from this quarter; but this morning when the packet arrived with the up-day mail the wind was blowing a moderate gale from N. N. E., and it was high water. On the north, outer, or weather side, the sea was rough, and there was a considerable swell; but, on the south, inner, or lee side, the water was smooth, and the swell inconsiderable, thus proving the advantage of the recent addition to the piles of this jetty. Force, 7.

It is worthy of notice that the packet was not, as has hitherto been the case, brought to the more exposed part of the jetty, but was placed abreast of the lighthouse, where the mails and passengers were landed under shelter; a common-sense expedient which I hope may be continued in similar states of weather.

I have, &c.

To the Secretary, Marine Department, Board of Trade. (signed) *B. P. Priest.*

— No. 5. —

(16,300.)

Mr. *G. A. Hamilton*, to Mr. *James Booth.*

Sir, Treasury Chambers, 28 November 1863.

I am directed by the Lords Commissioners of Her Majesty's Treasury to transmit herewith copies of a letter, and of its enclosure, from the City of Dublin Steam Packet Company, complaining of the state of the wooden jetty at Holyhead Harbour. November 1863. 2 November 1863.

I am to state, with reference to the Act 25 & 26 Vict., c. 69, transferring the harbour of Holyhead, from the 1st of January last, to your department, and

to the Report of the Select Committee of the House of Commons of last Session on the additional works required there, as also to the Estimate for 1863-4, making provision for certain new works connected with that harbour, that my Lords request that you will move the Lords of the Committee of Privy Council for Trade to furnish my Lords with a report with regard to the expenditure out of the vote, and as to the steps which your department may advise to be taken with reference to the recommendations of the Select Committee, and to obviate such complaints as that contained in the enclosed letter from the City of Dublin Steam Packet Company.

I am, &c.

James Booth, Esq. (signed) *Geo. A. Hamilton.*

Enclosures in No. 5.

City of Dublin Steam Packet Company,
Office, 15, Eden Quay, Dublin,
November 1863.

Sir,

I AM directed to transmit for your information the enclosed copy of a report from the Commander of the mail packet "Munster," which gives a further instance of the difficulty, delay, and danger to the ship and to the public, in consequence of the exposed state of the open wooden jetty at Holyhead, no measures having been adopted by the Board of Trade to effect any improvement, since the subject was inquired into by the Select Committee of the House of Commons in the month of June.

I have, &c.

(signed) *P. Howell,*
Secretary.

The Secretary of the Treasury, London.

R. M. Steam Ship "Munster,"
2 November 1863.

Sir,

I BEG to inform you that I left Kingstown this morning with the 7.25 a. m. mail, then blowing a gale from N. E. At 11.46 a. m. arrived abreast of Holyhead Pier, when, owing to the gale, and sea breaking through the jetty, I had great difficulty in getting alongside. At 12.10 got one gangway on board, but had to keep the engines moving during the time the passengers and mails were getting on shore. Ship secured as well as I could with two 10-inch hawsers, and ten 8-inch ditto. At 1.20 p. m. gale increasing, and the sea breaking through and over the jetty; the hawsers parted forward, and the posts on the jetty were carried away. To save the ship from going ashore, had to reverse out as far as the Breakwater Lightship, the sea breaking over the taffrail.

I have, &c.

P. Howell, Esq., (signed) *Joseph Rogers,*
Secretary, City of Dublin S. P. Company. Commander.

— No. 6. —

(No. 13,837.)

The Secretary, Marine Department, Board of Trade, to Mr. *Hawkshaw*, C. E.

Board of Trade, Whitehall,
1 December 1863.

Sir,

28 Nov. 1863.

I AM directed by the Lords of the Committee of Privy Council for Trade to enclose copy of a letter received from the Treasury on the subject of the additional works required at Holyhead Harbour, and as to the present state of the vote. My Lords will, therefore, be glad to receive, at your earliest convenience, plans and estimates for the works which at the meeting, held at this Board the 23d ultimo, were determined on as desirable.

* * * * *

It is desirable you should at once inform this Board when the plans and estimates in question will be ready.

I am, &c.

John Hawkshaw, Esq., C.E., (signed) *T. H. Farrer.*
33, Great George-street, Westminster.

— No. 7. —

Mr. *Hawkshaw*, C. E., to the Secretary, Marine Department, Board of Trade.

HOLYHEAD HARBOUR.

33, Great George-street, Westminster,
Sir, 8 December 1863.

I BEG to acknowledge the receipt of your letter, of the 1st instant, requesting me to prepare plans and estimates of the works, which, at the meeting held at the Board of Trade on the 23d ultimo, were determined on as desirable.

The plan and estimates for the new works are preparing, and will be submitted for approval as soon as they are ready.*

* * * * *

I am, &c.

The Secretary to the (signed) *J. Hawkshaw.*
Marine Department, Board of Trade.

**The remainder of this letter does not refer to the packet works.*

— No. 8. —

(17,609.)

Mr. *G. A Hamilton* to Mr. *James Booth.*

Sir, Treasury Chambers, 15 December 1863.

WITH reference to the letter of this department of the 28th ultimo, I am directed by the Lords Commissioners of Her Majesty's Treasury to transmit herewith, for the information of the Lords of the Committee of Privy Council for Trade, copy of a further letter from the City of Dublin Steam Company respecting the dangerous state of Holyhead Harbour.

9 December 1863.

I am, &c.

James Booth, Esq., (signed) *G. A. Hamilton.*
Board of Trade.

Enclosure in No. 8.

City of Dublin Steam Company, 15, Eden Quay, Dublin,
Sir, 9 December 1863.

THE recent disasters in Holyhead Harbour constrain me again to submit, on the part of the Company, to your consideration the indispensable necessity to have immediate measures adopted for the protection of the public and of the mail packets engaged in the daily postal service between England and Ireland.

The gale on Thursday last was a westerly one, and therefore not specially calculated to create apprehensions for the safety of the mail packets, but the violence of the wind was so great that the agent of the Company deemed it imprudent to allow the vessel to proceed with the day mails; and he also deemed it right at three o'clock to give instructions at the telegraph office to transmit a message to the office of the Company in Dublin, with the object of preventing the packet leaving Kingstown Harbour with the night mails. The harbour master of Holyhead concurred in this course, adding his opinion that, "it would not be safe for that packet to come to the jetty at night," the other vessels being then in the Camber.

This telegraphic message not having been received in Dublin at the Company's office until nearly nine o'clock, was too late to allow of its being acted on, the packet having left Kingstown at 7.20. She did happily reach her destination without accident, but I beg to submit that it is not right that the safety of so important a service should have to depend on the contingency of a telegraphic message being received in time.

On behalf of the public who travel in these packets, as well as on behalf of the Company owning them, I beg again most urgently to draw your attention to the recommendation of the Select Committee of the House of Commons in July last:—"That additional accommodation should be afforded at Holyhead for the landing of the passengers and mails with as little delay as possible," as (notwithstanding that the members of Her Majesty's Government who sat on that Committee appear to have concurred in such recommendation) no

progress has as yet been made to render the place commodious and safe for the public and the mail packets.

It is right further to state that, had the gale been from the north instead of north-westerly, the disasters might have been far more appalling than those which then took place, and, that some terrible calamity might have occurred to the mail packets and their passengers, such as would have involved in grave responsibility the department in which the control of the harbour has been vested by Parliament.

I have, &c.

To the Secretary of the Treasury. (signed) *Wm. Watson.*

— No. 9. —

(No. 14,567.)

The Secretary, Marine Department, Board of Trade, to Mr. *Hawkshaw*, C. E.

Board of Trade, Whitehall,

Sir, 16 December 1863.

With reference to your letter of the 8th instant, I am directed by the Lords of the Committee of Privy Council for Trade, to forward to you herewith a copy of a letter which has been received from the Treasury, enclosing a copy of a further communication from the City of Dublin Steam Packet Company, again complaining of the want of proper accommodation for the mail packets at Holyhead Harbour.

15 December 1863.
9 December 1863.
See p. 5.

The Board of Trade are not aware that these papers raise any new point, but they illustrate the importance of getting the plans and estimates of the proposed new works ready as soon as practicable, as arranged at an interview at this Board on the 23d ultimo.

I have, &c.

J. Hawkshaw, Esq., C.E., (signed) *T. H. Farrer.*
33, Great George-street, Westminster.

— No. 10. —

Mr. *Hawkshaw*, C. E., to the Secretary, Marine Department, Board of Trade.

Holyhead Harbour.

33, Great George-street, Westminster,

Sir, 24 December 1863.

Your letter of the 1st instant informed me that the Lords of the Committee of Privy Council for Trade requested me to prepare plans and estimates for the works, which at the meeting held at the Board of Trade, on the 23d ultimo, were determined on as desirable.

Upon the receipt of your letter, I at once proceeded with those plans and estimates, but, as I am informed, it is important to prosecute the works without delay, and as it may yet be some little time before I can complete the detailed working plans and specification, I have obtained a letter from Messrs. Rigby, undertaking to perform the work now required to be executed at prices founded generally upon those in the schedule annexed, and referred to in the specification (dated 6 August 1862) "for strengthening the wooden pier at the Old Harbour, and for erecting a shed covering thereon," and on the same conditions, as far as practicable, as contained in that specification, this strengthening of the wooden pier being the work in the Old Harbour, which has been most recently completed by Messrs. Rigby, and which, with the shed covering as then proposed, are works generally of a similar character to those now intended to be executed.

23 December 1863.
Plan.

I send you herewith a copy of the letter from Messrs. Rigby, and also of the general plan showing the works now proposed and referred to in that letter. I

am

(To face page 6)

HOLYHEAD C

The £20,000 is the estimate of all the works shown

(Sig

Timber Jetty to be removed

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REFRE

D HARBOUR

ed in the plan for the Postal Accommodation.

John Hawkshaw

24 Dec.r 1863.

Scale

150 200 250 feet.

N°93.— Ordered, by the House of Commons, to be printed 1 March 1864.

am of opinion that the prices stated for which Messrs. Rigby will execute these works, are reasonable and fair, and in order to save time, I recommend that I be authorised to direct Messrs. Rigby to proceed therewith at once.

The detailed plans and specification, when completed, will be submitted to their Lordships.

My estimate for the various works contemplated, was 20,000 *l.* This estimate will not be exceeded.

I am, &c.
(signed) *John Hawkshaw.*

The Secretary of the Marine Department,
Board of Trade, Whitehall.

Enclosure in No. 10.

HOLYHEAD HARBOUR.

23, Holywell-street, Westminster,
23 December 1863.

SIR,

WE undertake to execute the timber work, iron work, and other work of the proposed enlargement and prolongation of the wooden pier extension, also the screens proposed to be erected adjoining thereto. Also the screen-work planking, proposed to be erected below the deck of the wooden pier, or Great Eastern Jetty, or so much of any of these several works as the Lords of the Committee of Privy Council for Trade may require us to execute, at the several rates in Schedule No. 1, annexed, and referred to in the Specification (dated 6th August 1862) "for strengthening the wooden pier at the Old Harbour, and for erecting a shed covering thereon," and on the same conditions, as far as practicable, as contained in that specification, with the exception that all the ironwork is to be subject to an additional price of 1 *l.* per ton, and that instead of being paid 350 *l.* for the work enumerated in item 14, which item is now to be cancelled, a sum of 200 *l.* is to be paid for cutting away or removing work, and making good existing work, and for labour in securing new work to the existing stone wall.

We also undertake to execute the shed covering on or adjoining to the said wooden pier extension, and also the lighthouse proposed to be erected near the eastern end of the wooden pier or Great Eastern Jetty, up to the level of the top of the cornice, thereby excluding the lantern and light, or so much of either of these works as the Lords of the Committee of Privy Council for Trade may require us to execute at the several rates in schedule No. 2, annexed to the specification before referred to, and on the same conditions, as far as practicable, as are contained therein, with the exception that we are to be paid an additional price of 1 *l.* per ton for the ironwork.

We will also, provided we are called upon so to do, erect the lantern and light on the lighthouse, at such price as may hereafter be agreed upon between the Lords of the Committee of Privy Council for Trade, and ourselves.

We will also, if called upon so to do, remove the old timber jetty, and also so much of the goods' wharf adjoining as we may be required to remove, and make good all work damaged consequent upon such removal, for the total sum of 250 *l.*; the old timber and ironwork that is removed, or so much of it as belongs to the Government, becoming the property of ourselves, but not to be used in any of the work we are now contracting to execute.

And we will also, if called upon so to do, erect the refreshment room proposed to be placed on, or adjoining to, the wooden pier extension for a total sum of 1,000 *l.*, or, if considered desirable by the Lords of the Committee of Privy Council for Trade, for a sum of money or at rates that may be agreed upon hereafter between their Lordships and ourselves.

We will also, if called upon so to do, enter into a proper contract with the Lords of the Committee of Privy Council for Trade binding us to the terms and conditions enumerated in this letter, which conditions are, as far as practicable, to be the same as contained in the specification before referred to (dated 6 August 1862), "for strengthening the wooden pier in the Old Harbour, and for erecting a shed-covering thereon."

We are, &c.
(signed) *J. and C. Rigby.*

John Hawkshaw, Esq., C.E.,
33, Great George-street, Westminster.

— No. 11. —

(No. 14,968.)

Mr. *T. H. Farrer* to Mr. *G. A. Hamilton.*

Sir, Board of Trade, 29 December 1863.

I AM directed by the Lords of the Committee of Privy Council for Trade to acknowledge the receipt of your letters of the 28th November and 15th December, transmitting copies of letters from the Secretary to the City of Dublin Steam Packet Company with reference to the packet accommodation at Holyhead.

In reply, I am to acquaint you, as regards packet accommodation at Holyhead, that this Board are of opinion that the wants of the service will be met by the works shown upon the accompanying plan, which Mr. Hawkshaw estimates can be completed for 20,000 *l.* Mr. Hawkshaw has also forwarded a copy of a letter from Messrs. Rigby, the contractors, offering to execute them at prices founded generally upon those in the schedules annexed and referred to in the specification dated 6th August 1862; and Mr. Hawkshaw estimates the work at 20,000 *l.*, which will not be exceeded.

See Plan at p. 6.

I am, therefore, to request the sanction of the Lords of the Treasury to proceed with these works at once.*

* * * * *

I am, &c.

G. A. Hamilton, Esq. (signed) *T. H. Farrer.*
&c. &c.
Treasury.

* *The remainder of this letter refers to other than the packet works.*

— No. 12. —

Mr. *G. A. Hamilton* to Mr. *T. H. Farrer.*

Sir, Treasury Chambers, 2 January 1864.

WITH reference to your letter of the 29th December, I am commanded by the Lords Commissioners of Her Majesty's Treasury to acquaint you, for the information of the Lords of the Committee of Privy Council for Trade, that my Lords approve of the plan proposed for providing accommodation for the packets at Holyhead, and they sanction the works being commenced with at once.†

* * * * *

I have, &c.

T. H. Farrer, Esq. (signed) *G. A. Hamilton.*

† *The remainder of this letter refers to other than the packet works.*

— No. 13. —

(No. 14,968.)

The Secretary, Marine Department, Board of Trade, to Mr. *Hawkshaw,* C. E.

Sir, Board of Trade, Whitehall, 2 January 1864.

WITH reference to your letter of the 24th ult., enclosing a plan of the works which this Board consider desirable to construct for the accommodation of the packet service at Holyhead, and an offer from Messrs. Rigby to construct them for a sum of 20,000 *l.*, I am directed by the Lords of the Committee of Privy Council for Trade to acquaint you that my Lords think that the works will meet the wants of the packet service in every respect, and you are hereby authorised to take the necessary steps for accepting the offer of Messrs. Rigby, and causing the works to be proceeded with immediately.

I am, &c.

John Hawkshaw, Esq., C. E. (signed) *T. H. Farrer.*
33, Great George-street, Westminster.

— No. 14. —

Captain *Priest*, R. N., to the Secretary, Marine Department, Board of Trade.

Requesting Instructions respecting new Works in the Old Harbour.

Sir, Harbour Office, Holyhead, 15 January 1864.

I HAVE been informed by the resident engineer of the new harbour works that some alteration has been sanctioned to the existing packet jetty in the old harbour, that a contract has been entered into for its construction, and that he has been ordered to commence the work forthwith. Not doubting that these directions proceed from the Lords of the Privy Council for Trade, I shall of course give every facility for their progress, but I respectfully request their Lordships' instructions on the matter.

I have, &c.
(signed) *B. P. Priest*, Commander R. N.,
Queen's Harbour Master.

To the Secretary,
Marine Department, Board of Trade.

— No. 15. —

(H—104.)

Mr. *J. Booth* to Captain *Priest*, R. N.

Board of Trade, Whitehall,
Sir, 19 January 1864.

WITH reference to your letter of the 15th instant, relative to the works of the new Packet Jetty at Holyhead, which have been sanctioned, and are about to be immediately commenced, I am directed by the Lords of the Committee of Privy Council for Trade to acquaint you that the intended works are marked red upon the accompanying tracing, and you are requested to afford the engineer every facility in the course of their execution.

See plan at p. 6.

I am to add that it has been through an oversight that the plan was not sooner forwarded to you.

I am, &c.
Captain Priest, R. N., Harbour Master, (signed) *James Booth.*
Holyhead.

— No. 16. —

(Immediate—2228—8-2).

Mr. *G. A. Hamilton* to Sir *J. Emerson Tennent.*

Sir, Treasury Chambers, 9 February 1864.

WITH reference to the letters of this Board, dated 2nd ultimo and 4th* inst. respectively, I am commanded by the Lords Commissioners of Her Majesty's Treasury, to transmit to you, for the information of the Lords of the Committee of Privy Council for Trade, the enclosed copies of a letter from City of Dublin Steam Company, dated 13th ultimo, relating to the provision of improved accommodation at the Packet Pier at Holyhead, and of their Lordships' reply thereto, dated 8th instant.

* *This letter is not included in this return, as it relates to the breakwater works.*

13 January 1864.

8 February 1864.

I am, &c.
Sir J. E. Tennent. (signed) *Geo. A. Hamilton.*

Enclosure 1, in No. 16.

City of Dublin Steam Company,
15 Eden Quay, Dublin,
13 January 1864.

Sir,

I HAD the honour on the 9th ultimo, to submit to your consideration the indispensable necessity for the adoption of immediate measures at Holyhead, with the view to the protection of the public and of the Mail Packets.

My communication contained strong confirmation of the repeated representations made on the part of the Company of both the insecurity of the landing place and of its insufficiency for the wants of the daily postal and passenger service.

In again urging the subject on your attention, allow me further to draw it to another matter which had been fully inquired into by the Committee of the House of Commons, and deemed of sufficient importance to be referred to in a Report of the Committee, namely—providing the means for cleaning the hulls of the packets, such being indispensable to enable them to maintain their speed.

Heretofore, in the absence of the necessary accommodation at Holyhead, the means have generally been obtained in Dublin or Liverpool; but for some time past the only dock in Dublin suitable for such large packets has been occupied by another vessel, undergoing heavy repairs, and which, it is understood, will probably require some weeks longer to complete. While at Liverpool, owing to the numerous vessels of the port requiring the docks, the Company have been as yet unable to obtain accommodation, and without any immediate prospect of maintaining it, the privilege of precedence formerly afforded to vessels in the mail service having been of late withdrawn. Under these circumstances it is impracticable to get the packets cleaned and painted; their speed has therefore been impaired to the detriment of the service.

On the part of the Company I would, therefore, respectfully submit the urgent necessity for providing the means at Holyhead for having such work done to the vessels there as frequently as may be found desirable.

I have, &c.
(signed) *William Watson.*

The Secretary of the Treasury.

Enclosure 2, in No. 16.

Sir,

Treasury Chambers, 8 February 1864.

IN reply to your letter of 13th ultimo, I am commanded by the Lords Commissioners of Her Majesty's Treasury to acquaint you, that they have given their sanction to the immediate execution of the following works at the Packet Pier at Holyhead, under the direction of the Board of Trade.

1st. The clearing away the old Admiralty Jetty, and so much of the goods wharf adjoining as may be found advisable.

2dly. The widening and altering the present pier adjacent to the Camber, so as to afford a sheltered space for the arrival and departure of the packets, and a berth for a reserved steamer.

3dly. A shed, with refreshment rooms, for the convenience of passengers, to be erected on or adjoining to the wooden pier extension.

4thly. A screen work of planking below the deck of the wooden pier, so far as may be found necessary.

5thly. Screen, or screen walls, overlapping each other, on the pier adjacent to the present lighthouse.

6thly. A lighthouse at the eastern end of the Great Eastern Jetty.

My Lords are of opinion that these works will afford all the accommodation which is necessary for the convenience or safety of passengers.

I am, &c.
(signed) *George A. Hamilton.*

W. Watson, Esq.,
1, Whitehall Gardens.

City of Dublin Steam Company,
15, Eden Quay, Dublin.

HOLYHEAD HARBOUR (COMMUNICATIONS, &c.)

COPIES of all COMMUNICATIONS between the Treasury and the Board of Trade, or Board of Admiralty, in reference to carrying into effect the RECOMMENDATIONS contained in the REPORT of the SELECT COMMITTEE appointed in the last Session of Parliament to inquire into HOLYHEAD HARBOUR; and, of all CORRESPONDENCE between those Departments and the Contractors for the HOLYHEAD and KINGSTOWN MAIL and PASSENGER SERVICE (in continuation of Parliamentary Paper, No. 515, of Session 1860).

(Colonel Dunne.)

Ordered, by The House of Commons, *to be Printed,*
1 *March* 1864.

[*Price* 1 *s.*]

93.

Under 3 *oz.*

HOLYHEAD HARBOUR.

RETURN to an Order of the Honourable The House of Commons, dated 18 April 1864;—*for*,

COPIES "of any further CORRESPONDENCE which has taken place between the TREASURY and the CONTRACTORS for the HOLYHEAD MAIL PACKET SERVICE (in continuation of Parliamentary Paper, No. 93, of the present Session):"

"Of the CORRESPONDENCE in November and December last, between the BOARD of TRADE and the CONTRACTORS, which was omitted from the RETURN printed by Order of the House on the 1st day of March last:"

"And, of any CORRESPONDENCE relating to the Delay in carrying out the works at the LANDING PIER and JETTY at HOLYHEAD."

Treasury Chambers, 3 June 1864.

F. PEEL.

— I. —

COPIES of any further CORRESPONDENCE which has taken place between the TREASURY and the CONTRACTORS for the HOLYHEAD MAIL PACKET SERVICE (in continuation of Parliamentary Paper 93, of the present Session).

— No. 1. —

Mr. *Watson* to the Secretary of the Treasury.

Sir, 1, Whitehall Gardens, 9 February 1864.

I HAVE the honour to acknowledge the receipt of your letter of the 8th, which states that the Lords Commissioners of Her Majesty's Treasury have given their sanction to the immediate execution of works at the Packet Pier at Holyhead, which in the opinion of their Lordships will afford all the accommodation which is necessary for the convenience or safety of passengers.

Understanding that the works named in Numbers 1, 2, 3, and 5 are to be in accordance with the plans described by Mr. Hawkshaw, to the Committee of the House of Commons, in June last, and further described in the plan handed to me by that gentleman, I beg to say, on the part of the company, that they will greatly promote the convenience and safety of passengers.

With regard to the screen-work of planking, mentioned in No. 4, I would, however, remark, that it does not appear to be as complete as that described by Mr. Hawkshaw, and then marked by me, in accordance with his description, on the plan. A perfect solidification of the jetty was contemplated for the length of 150 feet, by driving piles of timber into the ground between the present open spaces, and from the termination of such solid piling, the screen-work of planking, below the deck, was to be continued to the end of the jetty.

The erection of a new lighthouse on the end of the jetty appears scarcely to be requisite; the deficiency of light which has been complained of by the commanders of the packets may, it is believed, be remedied at much less cost, by providing some additional gas lamps, judiciously placed. Though no mention is made in your letter, of the dredging named to the Committee by Mr. Hawkshaw, the necessity for this work is so obviously indispensable as not now to need urging.

For the comfort of passengers when embarking from the present jetty (as will usually be the case), a shed or roof was deemed to be necessary; and as it will not be necessary that it should cover quite to the extent of the length of the jetty, the original objection of deficiency of strength cannot be entertained after the completion of the intended piling. I trust, therefore, that instructions may be given to provide this shelter for the public when embarking from the present exposed jetty.

In the letter which I had the honour to address to you on the 13th ult., I pointed out the necessity for providing the means of cleaning the hulls of the mail packets at Holyhead, having regard to the maintenance of their speed for the efficient performance of the service. But to this subject no reference has been made in your letter; neither has there been any reference to the reduction of the curve in the line of railway between the pier and the town, as had been proposed in your letter of 31st March 1862, and again in June last, to the Committee, by Mr. Hawkshaw; the speed and regularity of the service must be interfered with, so long as these causes of delay to the packets and to the trains are allowed to continue, in addition to others.

I have, &c.
(signed) *Wm. Watson.*

To the Secretary of the Treasury.

— No. 2. —

Mr. *Watson* to the Secretary of the Treasury.

City of Dublin Steam Packet Company,
15, Eden Quay, Dublin,
1 April 1864.

Sir,

No. 236 of 1863.

The correspondence in reference to carrying into effect the recommendations of the Select Committee on Holyhead Harbour, which has been recently printed, contains a letter which I had the honour to address to you on 14th April last, and which appears to have been transmitted by the Board of Trade to the Harbour Master, with instructions to forward his observations on the statements contained therein, and further to observe carefully the effect of the first northerly gale on the new works.

The reply of that officer, dated 18th July, states that no very strong winds had been experienced from that quarter up to the date of his letter, when he reports the wind as having been "a moderate gale from N. N. E., but that while the sea was rough, with a considerable swell, on the outer side of the jetty, the water was smooth and swell inconsiderable on the south, inner or lee side, thus proving (he adds) the advantage of the recent additions to the jetty."

Such a report, if in accordance with the fact, would go far to establish his view, that the swell does not pass through this open wooden jetty to the extent of interfering with the approach of the mail packets (as I would respectfully submit had been so abundantly proved by the most competent nautical witnesses who gave evidence to the Select Committee), and, therefore, that little, or indeed nothing, is really required to make the jetty safe for both the packets and the public. It is therefore right that you should be made acquainted with the errors of the harbour master's statement in his letter of 18th July.

1. Instead of the wind having been a "a moderate gale" on the day of 18th July, it appears noted in the journals of the packet as of less force, namely, a "strong breeze," which report is confirmed by the registry of the weather kept on shore.

2. Instead

2. Instead of the water having been smooth and the swell inconsiderable on the south side, the swell was "heavy," and consequently caused both difficulty and delay in getting alongside.

But the conclusion of the harbour master's letter, drawing attention to the fact that on this occasion "the mails and passengers were landed under shelter," sufficiently refutes his previous assertion that the swell was inconsiderable, and amply corroborates the returns of the officers of the company that the contrary was the case.

The statement, conveying, as it does, that the common sense expedient of landing the passengers under shelter at the Lighthouse Berth had not been previously adopted, has been already refuted.

As the Lords of Her Majesty's Treasury have been pleased, notwithstanding this and similar reports, to sanction the carrying into effect the recommendation of the Committee, it may be satisfactory to their Lordships to be supplied with further proofs of the indispensable necessity to provide for the safety of the public at the Holyhead landing-place.

I will therefore submit the following extracts from the reports of the commanders made during the last few days.

On the 12th of March the commander of the packet conveying the night mails states as follows:—

"Last night, with a gale blowing from N.N.W., I had great difficulty in getting alongside the jetty, owing to the very heavy swell setting through it.

"It being then high-water, it was impossible to get the long gangway stage on to the rail in consequence of the rolling of the ship; I therefore had the short one up on the bridge, but at times the end of it was raised up four or five feet, the ship rolled so heavy in the swell. I had to keep the passengers back, lest the stage might strike them in the rolling of the ship, and watched for the opportunity to let them run on shore one at a time.

"As I understand that it is intended merely to fix a kind of lattice-work underneath the jetty to the surface of the water, with the object of preventing the swell, in my opinion, it will never answer. The only effectual cure for the present very great evil will be to completely solidify the jetty down to the ground for at least 150 feet from the lighthouse outwards, as we understood was arranged last year. The lattice-work now spoken of will be only money thrown away."

The commander of the packet which brought the night mails of the 25th and 26th ult. stated as follows in his report:—

"I had great difficulty in bringing my ships on the nights of the 25th and 26th alongside the Great Eastern Jetty, in consequence of the wind and sea setting through the piling; there was considerable delay in consequence in establishing communication for landing the mails and passengers. It was very embarrassing, the three piles which have been put in front of the sheltered extension berth, as they necessarily prevent our going there, while as yet nothing has been done to stop the sea coming through the jetty itself. I would suggest that these piles should be taken up until Messrs. Rigby are ready to go on with the work. We have no place now to go to but the south side of the Great Eastern Jetty; and in its present open exposed state, it will be almost impossible to land the passengers with safety in heavy northerly gales or to coal the packets."

The commander of the packet which conveyed the mails on last Monday says in his report:—

"It was blowing a gale from N.N.W. last night, with a heavy sea breaking through the Great Eastern Jetty. I had very great difficulty to place the ship alongside. Had not the men on the jetty been so smart with the ropes, I am of opinion that I could not have succeeded in getting the vessel fast at all. I found it indispensable to keep the engines moving to keep a strain on the ropes while landing the mails and upwards of 70 passengers.

"After all were landed, I attempted to get to the south side of the Admiralty Jetty, so as to have the vessel safe in smooth water in readiness for the 3 A.M. mails, but failed, owing to the wind, which was blowing so hard. I

then backed out, and, after two more attempts, at last succeeded in getting our ropes made fast, so as to swing the ship, and after nearly three hours' labour, had her at last ready for the down mails on the arrival of the train, which was a little late, fortunately.

"It was again necessary to keep the engines moving when the passengers (more than 50) were embarking.

"I admit that keeping the engines moving when the passengers are embarking or disembarking is unsafe, and I have resolved not to do so again, at night at least.

"The extension berth being blocked up with the three piles put right in our way, I could not make any use of it, so you can judge what great difficulties we have now to contend with."

It appears from the correspondence recently printed, that the Lords of Her Majesty's Treasury were pleased, in accordance with Mr. Hawkshaw's proposal of the 24th December, to sanction the commencement of the new works at once, without waiting for the completion of the detailed plans and specification preparatory to the execution of the formal contract with the Messrs. Rigby.

It is to be stated, however, with regret, that the intentions of their Lordships that Mr. Hawkshaw's proposal of 24th December should be prosecuted without delay, have not been carried into effect.

For some time past the writer has been at Holyhead at least once a week, and is enabled to state, from personal observation, that up to yesterday (a period of three months since the order appears to have been given) nothing whatever had been done to the most important part of the work, namely, the means of preventing the sea and swell passing through the jetty, though the necessity for such work has become the more pressing, as the partially sheltered berth at the lighthouse has not been accessible for the last five weeks, in consequence of the piling for the new arrival berth having been then commenced, but since prosecuted so languidly that but four piles have as yet been driven.

One wind screen has been partly constructed; some pieces of boarding have been removed from the old jetty preparatory to its demolition, but no commencement has yet been made with the berth for the reserve packet.

From this statement it will be seen not only that the work has been carried on without vigour, but that what little has been done has been done in the order which greatly and needlessly embarrasses the daily performance of the mail service.

Before concluding this letter, it may be right to observe that the opinion of the Lords of the Committee of Privy Council for Trade as to the small works lately sanctioned being sufficient to meet the wants of the packet service in every respect, must have been grounded on erroneous or insufficient reports by their officers as to the real wants of that service. The opinion of the Lords of Her Majesty's Treasury, as conveyed in your letter of 8th February, is more correct, namely, that the accommodation necessary for the safety and convenience of the passengers will be afforded. But I must here, on the part of the Company, respectfully state that we cannot accept the several works enumerated in your letter (if even completed according to the explanations given personally by Mr. Hawkshaw last year) as providing for all the due requirements of the packet service, or as being an equivalent for the accommodation which would be afforded by the large permanent packet piers agreed to be constructed by Government previously to the execution of the postal contract.

I have, &c.

(signed) *Wm. Watson.*

To the Secretary of the Treasury.

No. 3. —

Mr. *Watson* to the Secretary of the Treasury.

City of Dublin Steam Company,
15, Eden Quay, Dublin,
Sir, 9 April 1864.

It would appear from the plan of alterations at Holyhead Jetty, given with correspondence lately printed, that the accommodation for the mail and passenger service described to the Select Committee last year, will not be fully carried out, as the addition of 50 feet to the roof is not to be placed "inland," but in the opposite direction towards the sea, and consequently will to that extent shorten the arrival berth, leaving it but 240 feet in length, which will be insufficient for the mail packets.

Since the date of the letter I had the honour to address to you on the 9th February, in which the complete solidification of the open wooden jetty was referred to, it has been ascertained that the present plan will not carry into effect the arrangement described by Mr. Hawkshaw to the Committee, which provided for planking underneath the jetty "so closely as to prevent the sea and wind coming through," instead of which (or the solid piling) a kind of lattice work only is now intended, which obviously cannot prevent the sea and wind passing through; consequently, difficulty and delay (perhaps danger also) may be expected to take place when attempting to place the packets alongside the new arrival-berth.

I have, &c.
To the Secretary of the Treasury. (signed) *Wm. Watson.*

— No. 4. —

The Secretary of the Treasury, to the Secretary, Board of Trade.

5288.

Sir, Treasury Chambers, 18 April 1864.

I am directed by the Lords Commissioners of Her Majesty's Treasury to transmit herewith, for the information of the Lords of the Committee of Privy Council for Trade, copies of two letters, dated respectively the 1st and the 9th instant, from the City of Dublin Steam Packet Company, further relative to the state of Holyhead Harbour.

I am, &c.
James Booth, Esq., (signed) *F. Peel.*
Board of Trade.

— No. 5. —

The Secretary, Board of Trade, to Mr. *Hawkshaw*, C.E.

H. 923.

Sir, Board of Trade, 26 April 1864.

I am directed by the Lords of the Committee of Privy Council for Trade to forward to you herewith a copy of two letters dated the 1st and 9th instant, from the City of Dublin Steam Company, with reference to the works proposed to be constructed for the accommodation of the packet service at Holyhead, and I am to request that you will report upon the statements contained therein, with as little delay as possible.

I am, &c.
John Hawkshaw, Esq., C.E., (signed) *James Booth.*
33, Great George-street,
Westminster.

— No. 6. —

The Secretary, Board of Trade, to Captain *Priest*, R.N.

H. 923.

Sir, Board of Trade, 26 April 1864.

I AM directed by the Lords of the Committee of Privy Council for Trade to forward to you herewith a copy of a letter dated the 1st instant, from the City of Dublin Steam Company to the Treasury, with reference to the works proposed to be constructed for the accommodation of the packet service at Holyhead, and I am to request that you will report upon the statements contained therein, with as little delay as possible.

I am, &c.

Captain Priest, R.N., (signed) *James Booth.*
Harbour Office,
Holyhead.

— No. 7. —

Captain *Priest*, R.N., to the Secretary, Board of Trade.

Reporting on a Letter from the Managing Director of the City of Dublin Steam Packet Company.

Harbour Office, Holyhead,

Sir, 27 April 1864.

IN accordance with directions contained in your letter, H. 923, of yesterday's date, I have the honour to report, for the information of my Lords of the Privy Council for Trade, on Mr. Watson's letter to the Treasury, dated 1st April 1864, which you enclose.

1. I was not called upon to report on Mr. Watson's letter of the 14th April 1863, and had no knowledge of it until I saw it in the printed correspondence. If necessary I can prove the correctness of those statements of mine which in it Mr. Watson impugns.

2. I adhere to every word of my report of the 18th July, which was made from facts under my own immediate observation.

3. The "Meteorological Journal" carefully kept at the Old Harbour Lighthouse, gives the force of the wind at that locality (close to where the packets arrive) on the 18th July 1863, at 9 A.M., 10 A.M., and noon as "7," which represents a "moderate gale," as I have stated it. The packet arrived on that day at 11·16 A.M.

4. I am fully answerable for my own reports, but I object to Mr. Watson's inferences. My Lords will doubtless draw their own.

5. In all the instances cited in Mr. Watson's letter, the packets were obliged to be kept at the most exposed part of the jetty, on account of the new works having been commenced on the 3d March last. They have been thus subjected in northerly winds to much inconvenience and loss of time; the latter has been allowed them in my reports to the Postmaster General.

6. I apprehend there may be a confusion in some minds between the terms "sea" and "swell," which are totally distinct. No "sea" can break through the jetty; it is obstructed in its course through by the thickly driven piles (which appear as a solid mass when looked at from almost any angle less than a right angle to the direction of the jetty), and becomes on the lee side a "swell," inconsiderable in amount, but sufficient at high tide to make these finely built steamers roll when they are at the most exposed part of the jetty. Even this will be entirely obviated when the works now in progress shall be complete, and might always have been avoided up to the 3d March last, had the extension jetty, with its perfect shelter, been taken advantage of.

7. The

7. The jetty has been in constant daily use now for three years and a half. Predictions of disasters have not been wanting, and I believe that the most has been made of every difficulty; yet during the whole of this time, in all weathers, what casualty of any importance has occurred?

8. The new works have not proceeded so quickly as could be wished, but there are, as I understand, difficulties in the way of greater progress, which are doubtless capable of explanation by the engineer department under whose control they are carried on.

I have, &c.
(signed) *Ben. P. Priest*,
Commander, R. N., Queen's Harbour Master.

The Secretary,
Board of Trade.

— No. 8. —

Mr. *Hawkshaw*, C.E., to the Secretary, Board of Trade.

HOLYHEAD HARBOUR.

33, Great George-street, Westminster,
Sir, 3 May 1864.

I BEG to reply to your communication of the 26th April, enclosing copy of two letters dated 1st April and 9th April, from Mr. Watson, on behalf of the City of Dublin Steam Packet Company, with reference to the works being constructed for the accommodation of the packet service.

As regards Mr. Watson's observations that the works have been carried on without vigour, I have to observe that they have, since their commencement, been, and are now being, prosecuted as expeditiously as under the circumstances has been possible. Not only have the interests of the City of Dublin Steam Packet Company to be consulted, but those also of the London and North Western Railway Company, who are the joint contractors for the postal service. The latter have begged for delay in parts of the work to prevent seriously impeding their existing traffic arrangements, which the new works interfere with, and much trouble has been and is being occasioned in the attempt to carry on the works with the minimum amount of inconvenience to all parties concerned.

I cannot understand Mr. Watson's statement (in his letter of 9th April) "that the accommodation for the mail and passenger service described by the Select Committee last year, will not be fully carried out, as the addition of 50 feet to the roof is not to be placed inland, but in the opposite direction towards the sea, and consequently will to that extent shorten the arrival berth." The roof, as proposed, is 250 feet long, and extends inland to the extreme end of the berth, which is being constructed as has always been contemplated, and precisely as shown on the plan described to the Select Committee, which plan is being fully carried out in other respects.

As regards Mr. Watson's observation, relative to the proposed lattice screenwork underneath the upper deck, I have to remark that all that has ever been contemplated has been to secure planking to the central row of the piles of the jetty having spaces between each plank, forming thereby an open screen. The complete solidification of the jetty alluded to by Mr. Watson, has never been contemplated or recommended by me.

I am, &c.
(signed) *John Hawkshaw.*

To the Secretary,
Board of Trade.

— No. 9. —

The Secretary, Board of Trade, to the Secretary of the Treasury.

1013.

Sir, Board of Trade, Whitehall, 10 May 1864.

WITH reference to your letter of the 18th ultimo, transmitting copies of two letters dated the 1st and 9th of that month, from the City of Dublin Steam

Packet Company, with regard to the packet accommodation at Holyhead, I am directed by the Lords of the Committee of Privy Council for Trade, to acquaint you that having sent copies of those letters to the harbour master at Holyhead and to Mr. Hawkshaw, C. E., the engineer in charge of the works, for their observation, they have received a report from each of those officers, copies of which are herewith forwarded for the information of the Lords of the Treasury.

Captain Priest. 27 April.
Mr. Hawkshaw, C.E. 3 May.

I have, &c.

To the Secretary of the Treasury. (signed) *James Booth.*

— II. —

COPIES of the CORRESPONDENCE in November and December last, between the BOARD of TRADE and the CONTRACTORS, which was omitted from the Return printed by the Order of the House on the 1st day of March last.

— No. 1. —

Captain *Priest*, R. N., to the Secretary, Marine Department, Board of Trade.

Reporting on the Great Eastern Jetty.

No. 38.

Sir, Harbour Office, Holyhead, 2 November 1863.

IN conformity with the orders I have received, to report on the Great Eastern Jetty, I have the honour to state that we have experienced, during the whole of this day, a strong gale from the quarter to which it is most exposed, viz., N. to N.E., force from 9 to 10, during which the packet has arrived at and departed from a most exposed part of its south side without serious delay. I can, therefore, report that the additional piles driven increase both its strength and shelter, and had the proposed screen been fitted, there would have been little to complain of.

2. Early in the forenoon, I received a letter from the City of Dublin Company's agent, asking permission to remove their reserve packet from the Camber (out of the way of the in-coming packet) to the south side of the Admiralty Jetty. This permission I at once accorded, but strangely enough, about the same time the agent removed their fourth vessel from her buoy in the new harbour, without asking my permission, to the extension jetty, and placed her where she was directly in the way of the packet about to arrive, so that there were two of these large vessels in the space between the Admiralty Jetty and Lighthouse Quay when the packet made her appearance, and the latter was therefore obliged to come alongside at a more exposed part than she otherwise would, and consequently lost 20 minutes in establishing communication, which I have no doubt will be attributed to the "defective accommodation at Holyhead" by the contractors. The fourth vessel has since been replaced at her buoy, but the reserve vessel still remaining in the Camber this afternoon, notwithstanding that permission had been granted for her removal, I wrote to the company's agent to ask whether he intended to move her before dark, out of the way of the midnight packet, and received for answer that "it was blowing too hard to move her." I in no degree coincided with this opinion, but it serves to show the appreciation on the part of the contractors' servants of the force of this gale from the most exposed points, during which their vessel has arrived and departed from the much maligned Great Eastern Jetty, without danger or even difficulty, and is a good comment on evidence given before the Parliamentary Committee on Holyhead Harbour.

I have, &c.

(signed) *Ben. P. Priest*, Commander R. N.,
Queen's Harbour Master.

The Secretary,
Marine Department,
Board of Trade.

— No. 2. —

Captain *Priest*, R.N., to the Secretary, Marine Department, Board of Trade.

Report of Damage done to the Great Eastern Jetty.

39.

Harbour Office, Holyhead,
4 November 1863.

Sir,

I HAVE the honour to report that the "Munster" mail packet, when arriving here on the forenoon of the 1st, when the wind was moderate from the west, and water perfectly smooth, was so carelessly steered that her knuckle struck the piling of the Great Eastern Jetty; and, as she had excessive way on, the damage inflicted was severe, consisting of three piles broken, two more, and a longitudinal, badly sprung, and the ironwork broken and bent. I have had the cost estimated, and have begun the repair, which will not be complete under 50*l*.

2. The Admiralty have not hitherto made the City of Dublin Company pay for damages caused to the jetty by their vessels carrying the mails; and since these harbours have been under the Board of Trade there has been no damage done of sufficient gravity to call for a report; this, however, appears so clearly due to circumstances under the control of the captain as to induce me respectfully to recommend that he should be cautioned to be more careful, even though it may not be considered advisable to proceed under the Harbour Act (4 Geo. 4, c. 74, s. 45,) for the recovery of the sum expended in repairs.

I have, &c.
(signed) *Ben. P. Priest*, Commander, R.N.,
Queen's Harbour Master.

The Secretary,
Marine Department,
Board of Trade.

— No. 3. —

The Secretary, Marine Department, Board of Trade, to the Secretary of the City of Dublin Steam Packet Company.

Sir,

Board of Trade, 11 November 1863.

I AM directed by the Lords of the Committee of Privy Council for Trade to state to you, for the information of the City of Dublin Steam Packet Company, that the harbour master at Holyhead has reported to my Lords that on the forenoon of the 1st instant considerable damage was done to the piling of the Great Eastern Jetty in Holyhead Harbour, owing to the careless manner in which the Company's steamer "Munster" was steered in, the wind being moderate and the water smooth.

My Lords trust that the Company will caution their officers to be more careful in future.

I am, &c.
(signed) *T. H. Farrer.*

The Secretary,
City of Dublin Steam Packet Company,
Dublin.

— No. 4. —

The Secretary of the City of Dublin Steam Packet Company to the Secretary Marine Department, Board of Trade.

City of Dublin Steam Packet Company,
Office, 15, Eden Quay, Dublin,
20 November 1863.

Sir,

I HAVE the honour to acknowledge the receipt of your letter of 11th instant, which states that the harbour master at Holyhead had reported that on the 1st instant, considerable damage was done to the jetty, owing to the careless manner

in which the "Munster" was steered, the weather being moderate, and the water smooth.

Inquiry having been made, I am instructed by the directors to state in reply, that the circumstances appear to have been entirely misrepresented to their Lordships. Instead of the weather having been "moderate," and the water "smooth," as stated, it had been blowing a strong breeze for some hours before the arrival of the packet, attended with a heavy swell through the open wooden jetty, so much so, that the commander was obliged to adopt the more inconvenient and tedious process of swinging his vessel on the south side, instead of the more easy and expeditious one of backing her round at the north side to be in readiness for the 2 o'clock outward mails.

The commander further asserts that he exercised the best of his skill and judgment in steering his vessel to the jetty, but that in consequence of the swell, she struck some of the piles, and caused a small damage, and he entirely denies that he is chargeable with any carelessness in approaching or laying the vessel alongside.

With reference to the conclusion of your letter, which conveys their Lordships' trust that the Company will caution their officers to be more careful in future, I am desired to say, that the directors cannot consent to take a course which would appear to pass a most unjust censure on officers who have been so skilful, careful, and successful in handling such large vessels under the difficulties arising from a jetty so inadequate in every way for the service.

The infrequency and smallness of damage caused by packets of 2,000 tons burden, after a daily use for upwards of three years, to a structure so frail, and so exposed, may be sufficient to establish the great care and skill of the commanders and officers.

The directors cannot refrain from expressing their disappointment that not only have no measures been adopted to carry into effect the recommendation of the Select Committee of the House of Commons in the last Session, but even the small works previously agreed to be executed for the improvement of the shelter, and admitted by the officers of the Board of Trade as necessary, have not been completed, and the jetty has since then been left in its present unfinished state, with continued inconvenience and risk to the packets and to the public.

I am, &c.
(signed) *P. Howell*, Secretary.

T. H. Farrer, Esq.
Board of Trade,
London.

— No. 5. —

Captain *Priest*, R.N., to the Secretary Marine Department, Board of Trade.

46.

Reporting Slight Damage done to the Great Eastern Jetty by carelessness.

Admiralty Office, Holyhead,
30 November 1863.

Sir,

THE mail packet "Ulster," coming to the jetty last night, with the midnight mail, damaged two of the piles. The expense of the repairs will be 8*l.* or 10*l.*

I should not have thought it necessary to report this trifling damage, but that I consider it might have been avoided with the most ordinary care, as the night was moonlight and bright, there was only a light breeze (force 2) from E.S.E., and the water was as smooth as glass, while there was nothing in the way of the packet when coming to the jetty.

I have, &c.
(signed) *Ben. P. Priest*, Commander, R.N.,
Queen's Harbour Master.

To the Secretary,
Marine Department,
Board of Trade.

— No. 6. —

The Secretary Marine Department, Board of Trade, to the Secretary of the City of Dublin Steam Packet Company,

13,908.

Sir, Board of Trade, 4 December 1863.

I AM directed by the Lords of the Committee of Privy Council for Trade, to transmit to you, to be laid before the Directors of the City of Dublin Steam Packet Company, the accompanying copy of a letter from the harbour master at Holyhead, reporting furtherdamage to the piles of the jetty, occasioned, as it appears, by carelessness on the part of the persons in charge of the mail packet "Ulster," on the night of the 29th ult.

I am, &c.
(signed) *T. H. Farrer.*

The Secretary,
City of Dublin Steam Packet Company,
Dublin.

— No. 7. —

The Secretary of the City of Dublin Steam Packet Company to the Secretary Marine Department, Board of Trade.

City of Dublin Steam Packet Company,
Office, 15, Eden Quay, Dublin,
18 December 1863.

Sir,

HAVING read at the meeting of the Board of Directors this day, your letter from the harbour master at Holyhead, respecting slight damage to the jetty on the 29th ult., I am desired to say in reply, that it appears on inquiry, that while the harbour master is correct in reporting the weather as moderate, and the water smooth on the occasion, he is incorrect in stating that there was nothing in the way, and therefore wholly without justification in hazarding the opinion that the trivial damage was caused by carelessness.

The commander of the mail packet was obliged to alter his course in the approach to the jetty, to avoid coming in contact with two sailing vessels then in his way; and he found it impossible to lay the packet alongside the jetty without striking it, and causing the slight damage complained of.

The directors cannot but remark on the injustice of the complaints which have been recently made of the want of care on the part of the officers of the mail packets, whose skilful management of the ships entrusted to their charge was so fully acknowledged by the officers of the Board of Trade, before the Committee of the House of Commons, which inquired into the state of the Holyhead Harbour the last Session.

I remain, &c.
(signed) *P. Howell*, Secretary.

T. H. Farrer, Esq,
Board of Trade.

— No. 8. —

Mr. *Watson* to the Secretary of the Treasury.

Sir, 15, Eden Quay, Dublin, 26 May 1864.

I HAD the honour of addressing letters to you in February and April last, referring to the incomplete manner in which the plans, as described to the Select Committee on Holyhead Harbour, for improvements for the mail service, are about to be carried into effect.

The Directors have reason to apprehend, from recent communications, that the works will be more imperfect than was anticipated at the date of my letters.

I beg to enumerate the arrangements which were concurred in, when I was consulted by Mr. Hawkshaw, previously to the plans being submitted to the consideration of the Committee, and am able fully to establish the nature and extent of these arrangements from the plan given to me by Mr. Hawkshaw, with the modifications marked thereon by him, and by reference to the evidence submitted to the Committee.

1. The present open jetty was to be made so solid with timber, as to prevent the sea or wind passing through it.

2. A timber extension to be constructed in connexion with the Lighthouse Quay, 300 feet in length, to be used as the arrival berth for the packets on all occasions.

3. A roof to be erected on this timber quay for the entire of its length, and 50 feet wide (closed at the back), with refreshment rooms, &c., for the accommodation of the passengers.

4. Screens to be erected on the jetty for a distance of about 150 feet eastward from the Lighthouse Quay.

5. Westward of the new arrival berth, a timber staging of 400 feet in length to be constructed for the reserve mail packet.

6. The old Admiralty jetty to be removed.

7. The berths to be dredged, so as to give sufficient depth of water to float them at all times of tide.

8. A gridiron to be constructed at the north-west corner of the Refuge Harbour, to allow of the cleaning of the packets, so as to maintain their speed.

Such were the works described and agreed to. But I regret to say there is reason to fear that the screens on the Great Eastern Jetty, the roofiing and the removal of the old jetty are the only works about to be executed in accordance with the plans as arranged last year.

1st. Instead of effectually closing the entire of the Great Eastern Jetty to the ground, so as to prevent the passage of the wind and water through it, an open lattice work for a portion of the space only, is in progress of construction, an arrangement which obviously cannot be effective in protecting the packets on their approach to the landing berth.

2d. The quayage for the use of the mail packets, instead of extending westward for a length of 700 feet from the stone projection of the Lighthouse Quay, will not (as the Directors have reason to apprehend), be quite 600 feet in extent; if this should be so, it will be quite inadequate for two berths, none of the packets being less than 350 feet in length.

We have not yet been able to learn whether the dredging opposite the new berths, and the means for allowing of cleaning the packets as frequently as may be needed to maintain their speed, have been provided for.

It has been deemed right on the part of the Directors, that anticipated deficiencies in the execution of plans agreed on last year, should be brought without delay to your notice, as it appears from the last communication made to Parliament on the subject, to be the desire of the Lords of Her Majesty's Treasury, that prompt and effectual measures should be adopted to remedy the vital defects of the landing accommodation so notorious to the public, and which were so fully proved to the Select Committee appointed to inquire into the subject.

I have, &c.

To the Secretary of the Treasury. (signed) *Wm. Watson.*

— III. —

COPIES of any CORRESPONDENCE relating to the delay in carrying out the work at the LANDING PIER and JETTY, at *Holyhead.*

Correspondence under Head I. refers to this matter.

HOLYHEAD HARBOUR.

COPIES of further Correspondence between the Treasury and the Contractors for the Holyhead Mail Packet Service (in continuation of Parliamentary Paper, No. 93, of the present Session); of the Correspondence in November and December last between the Board of Trade and the Contractors; &c.

(*Colonel Dunne.*)

Ordered, by The House of Commons, *to be Printed,*
7 *June* 1864.

361..

Under 2 *oz.*

RETURN to an Order of the Honourable The House of Commons dated 9 February 1864;—*for*,

RETURN "of the Number of VESSELS WRECKED or DRIVEN ON SHORE in or adjoining to HOLYHEAD HARBOUR of REFUGE in the GALE of the 3d day of December 1863; stating the Names of those which were Lost or Damaged after Drifting from their Anchorage; the Names of those the Masts of which were cut away to save them from Going on the Rocks; the Names of those Lost or Damaged in the Attempt to enter the Harbour during the Gale; and the Number of Persons who Lost their Lives on the occasion:"

"And, COPY of the DEPOSITIONS made before the COLLECTOR of CUSTOMS by the Survivors, in accordance with Section 432 of the Merchant Shipping Act of 1854."

(*Colonel Dunne.*)

Ordered, by The House of Commons, *to be Printed*,
4 *March* 1864.

RETURN of the Number of VESSELS WRECKED or DRIVEN ON SHORE in or adjoining to HOLYHEAD HARBOUR of REFUGE in the GALE of the 3d day of December 1863; stating the Names of those which were Lost or Damaged after Drifting from their Anchorage; the Names of those the Masts of which were cut away to save them from Going on the Rocks; the Names of those Lost or Damaged in the Attempt to enter the Harbour during the Gale; and the Number of Persons who Lost their Lives on the occasion.

NAME.	Port.	Rig.	Tons.	Men.	Cargo.	Whether a Total or Partial Loss.	Number of Lives Lost.	Exact Spot where the Casualty happened.	PARTICULARS OF CASUALTY.
VESSELS Lost or Damaged after Drifting from their Anchorage:									
Industrie	Ostend	Brigantine	130	8	Rocksalt	Partial	–	On the east side of the South Pier-head, Holyhead Bay.	The "Industrie" was at anchor in the roadstead, with two anchors down, when she was fouled by a barque, and was compelled to slip from them to avoid a collision; she then made sail and ran for the Old Harbour, but the wind, being ahead, drove her on to the rocks.
Elizabeth	Liverpool	Barque	338	11	General	Total	4	Peniel, on the east side of Holyhead Bay.	The "Elizabeth" was riding in the Outer Roads of New Harbour, and when the gale arose dragged her anchors. Sail was immediately put on for the purpose of reaching the Old Harbour, but the sails splitting, she became unmanageable and drove ashore. The fore and main-rigging having been cut away, the foretop-mast, maintopgallant-mast, and jibboom went by the board. Shortly afterwards the schooner "St. Catherine," of Cork, drove across her stern, and damaged her so much that she filled and went to pieces.
Westbourne	Liverpool	Brig	150	9	Ditto	Ditto	9	East Bay, Holyhead.	The "Westbourne" was at anchor in the bay when the gale came on; she sunk with all hands, after being run into by the "Confiance."
Esperance	Bayonne	Schooner	79	5	Sugar, &c.	Ditto	3	Penrhos Point, Holyhead Bay.	Put into Outer Roads of Refuge Harbour 1st December, and rode with two anchors down until the 3d, when she dragged them and went ashore.
Climax	Fowey	ditto	67	5	Coals	Partial	–	Salt Island, Holyhead New Harbour.	Anchored inside the Platters Rocks, Holyhead New Harbour, on the 1st December, and rode with two anchors down until the 3d, when the brigantine "Rifleman" drove foul of her, causing both vessels to sustain damage. The "Climax," being very leaky, slipped from her anchors and went ashore on Salt Island.
Rifleman	Plymouth	Brigantine	114	6	Rocksalt	Ditto	–	Holyhead New Harbour.	Put into the New Harbour 19th November, and rode there until the 3d December, when the brigantine "Alnwick," of Beaumaris, drove across her bows and did considerable damage. The "Rifleman" afterwards dragged her anchors and ran foul of the "Climax," sustaining further damage; she was afterwards towed into the Old Harbour.
Pearl	Fowey	ditto	106	6	Ditto	Total	–	Penrhos Point, Holyhead.	A vessel fouled her, and parted her chains; she then drove ashore, and broke up.

Hibernia - -	Workington	Brig - -	178	6	Coals -	Partial -	-	Penrhos Point, Holyhead.	On the 3d December ran for Holyhead, and anchored inside the new breakwater, Outer Roads; later in the day she parted from her anchors, drove ashore, and became a wreck.
Aerial - -	Carnarvon -	Schooner -	79	4	Ballast -	Ditto -	-	Peniel, on the east side of Holyhead Bay.	On the 3d December bore up for Holyhead, and anchored in the bay; subsequently parted from one anchor, and dragged the other ashore.
Elizabeth Morrow	Glasgow -	Barque - -	394	19	General -	Ditto -	-	Penrhos Sands, Holyhead Bay.	On the 3d December bore up for Holyhead, and anchored off the breakwater in the Outer Roads of the New Harbour. After riding for four hours she parted one cable, and dragged her other anchor, and drove on to the sands.
R. T. K. - -	Fowey -	Schooner -	85	5	Sand - -	Ditto -	-	Ditto - -	Anchored in Holyhead Roadstead at 7 a.m. on the 3d December; at 4.30 p.m. she parted from her anchors, and was run ashore.
Diamond - -	Belfast -	Brig - -	211	9	Ballast -	Ditto -	-	Ditto - -	Having lost several sails, ran for Holyhead, and came to an anchor with two anchors in Holyhead Roadstead; shortly afterwards both chains parted, and she drove ashore.
Palermo - -	Workington	Brigantine -	138	6	Coals -	Ditto -	-	Penrhos Rocks, Holyhead Bay.	When off Rockabiel the vessel was thrown on her beam-ends; on righting she ran for Holyhead, and anchored in the roadstead. The gale continuing, both chains parted, and she drove ashore.

VESSELS whose Masts were cut away to save them from Going on the Rocks:

Mary and Martha	Stockton -	Brig - -	210	8	Ballast -	Partial -	-	Holyhead Refuge Harbour.	Put into Outer Roads of Holyhead Refuge Harbour on 30th November. On the 3d December, during a hurricane, dragged her anchors, and fell foul of a Spanish vessel. After getting clear hoisted a signal for assistance, but none coming off the masts were cut away, which enabled her to ride out the gale.
Regina Maria -	Genoa -	Barque - -	252	13	Coals -	Ditto -	-	Holyhead Outer Harbour.	This vessel was riding in the harbour with four anchors down, when she began to drag; and, as the storm was increasing, her mast was cut away, and she held on.
Ernest Second -	Rostock -	Brig - -	167	9	General -	Ditto -	-	Ditto - -	This vessel was at anchor in the harbour, and was fouled by the schooner "Margaret" of Liverpool, and sustained damage. She subsequently commenced to drag, and to prevent further damage it was found necessary to cut away the masts; she then rode out the gale in safety.
Margaret - -	Liverpool -	Schooner -	97	11	General, and passengers.	Ditto -	-	Holyhead Roadstead.	The "Margaret" was riding to two anchors, when she dragged, and came into collision with the brig "Ernest Second." Her masts having been cut away she rode out the gale, and was subsequently towed to Liverpool.

RETURN of the Number of Vessels Wrecked or Driven on Shore in or adjoining to Holyhead Harbour in the Gale of 3d December 1863—*continued.*

NAME.	Port.	Rig.	Tons.	Men.	Cargo.	Whether a Total or Partial Loss.	No. of Lives Lost.	Exact Spot where the Casualty happened.	PARTICULARS OF CASUALTY.
VESSELS Lost or Damaged in the Attempt to enter the Harbour during the Gale:									
St. Catherine -	Cork - -	Schooner -	107	6	Gunpowder	Partial -	1	Peniel, on the east side of Holyhead Bay.	This vessel was abreast of the Skerries when the gale came on; she ran for Holyhead, and on getting inside the new Harbour Breakwater, let go both anchors, but these not bringing her up, were slipped. She then ran foul of the barque "Elizabeth," and subsequently drove on to the beach.
Helen Campbell -	Weymouth, Nova Scotia	Barque - -	275	10	Ballast -	Total -	–	On the Rocks, near Trevadog, on the east side of Holyhead Bay.	Ran for Holyhead under close-reefed foretopsail, the other sails having been blown away; and on entering the harbour, the wheel chains gave way and could not be repaired. When abreast of the Lightship both anchors were let go, and the foremast was cut away. One chain immediately parted, and the vessel dragged the other anchor, and went on to the rocks.
Confiance - -	Liverpool -	Ditto - -	849	22	Timber -	Ditto -	–	Penrhos Sands, Holyhead Bay.	Being unable to weather the Skerries, bore up for Holyhead, and on entering the roads of New Harbour ran foul of the brig "Westbourne." On getting clear both anchors were let go, but not holding she drove ashore.
Harmony - -	Drogheda -	Brigantine -	68	5	Coal - -	Ditto -	–	Penrhos Rocks, Holyhead Bay.	When off Drogheda on the 3d December, a gale came on, and the vessel ran for Holyhead. On entering the roads of New Harbour an anchor was let go, but it did not hold; and she ran upon the jetty, and subsequently drove ashore.
Scottish Lass -	Belfast -	Ditto -	125	6	Coals -	Partial -	1	Off Peniel, on east side of Holyhead Bay.	Ran for Holyhead, and let go both anchors in the roads inside the New Harbour, near the Breakwater; but they would not hold, and she rapidly drove ashore. The foretopmast went overboard after she struck.
Abbots Reading -	Liverpool -	Barque - -	421	17	Coal, salt, &c.	Ditto -	–	Holyhead Outer Harbour.	Ran for Holyhead for shelter, and on proceeding up the harbour ran foul of a barque, and carried away mizenmast, &c. &c. Dropped both anchors; but the starboard chain having parted, drifted to leeward, and came into collision with another vessel. Subsequently was taken in tow, and proceeded to the Inner Harbour.

SUMMARY OF THE FOREGOING RETURN.

Names of Vessels Lost or Damaged after Drifting from their Anchorage; and Number of Lives Lost in consequence.

NAMES.		Lives Lost.
Industrie - - Damaged.	These were anchored in the Outer Roads.	0
Elizabeth - - Lost.		4
Westbourne - - Lost.		9
Esperance - - Lost.		3
Pearl - - - Lost.	These were anchored in the Harbour.	0
Climax - - - Damaged.		0
Rifleman - - Damaged.		0
Hibernia - - Damaged.	These arrived during the gale on the 3d, and anchored, but afterwards slipped or parted.	0
Aerial - - - Damaged.		0
Elizabeth Morrow - Damaged.		0
R. T. K. - - Damaged.		0
Diamond - - Damaged.		0
Palermo - - Damaged.		0

Vessels lost - - - - 4
Ditto damaged - - - 9
13
Lives lost - - - - 16

Names of Vessels, the Masts of which were cut away to save them from Going on the Rocks; and Number of Lives Lost.

NAMES.	Lives Lost.
Mary and Martha - - Cut away masts and held on.	0
Regina Maria - - Cut away masts and held on.	0
Margaret - - - Cut away masts and held on.	0
Ernest Second - - Cut away foremast and held on.	0

Vessels cut away masts - 4
No lives lost.

Names of Vessels Lost or Damaged in attempting to enter the Harbour during the Gale; and Number of Lives Lost.

NAMES.	Lives Lost.
St. Catherine - - - Damaged.	1
Helena Campbell - - Lost.	0
Confiance - - - - Lost.	0
Harmony - - - - Lost.	0
Scottish Lass - - - Damaged.	1
Abbots Reading - - (Lost mizenmast by collision, and held on).	0

Vessels lost - - 3
Ditto damaged - 3
6
Lives lost - - 2

TOTAL Vessels lost - - - 7
Ditto damaged - - - - 16
23
LIVES LOST - - - - - 18

COPY of the DEPOSITIONS made before the COLLECTOR of CUSTOMS by the SURVIVORS, in accordance with Section 432* of the Merchant Shipping Act of 1854.

* N.B.—*These Depositions are made under Section* 448, *and not* 432.

"INDUSTRIE," of OSTEND.

EXAMINATION on Oath instituted by the Receiver of Wreck at the Port of *Holyhead.*

1. *Willibred Jannssens,* being duly sworn, deposes as follows, namely:—

2. That he is master of the ship "Industrie," of the Port of Ostend, Belgium, of the register tonnage of 130 tons.

3. That the said ship is owned by Mr. Duclos-Assandre, residing at Ostend, in the Kingdom of Belgium.

4. That the said ship is rigged as a brigantine; that she was built of wood, at Ostend, in the year 1834.

5. That the crew consist of seven hands, besides deponent.

6. That said ship had on board a cargo of rocksalt, shipped by Blackburn and Co. of Liverpool, and consigned to Mr. Duclos-Assandre of Ostend.

7. That said ship had on board, in addition to the cargo aforesaid, no passengers.

8. That said ship proceeded from Liverpool on her intended voyage, as named below, on the 12th day of November last past, at one o'clock p.m., the tide at the time being high-water, the weather unsettled, and the wind blowing a light breeze from the N.N.W.

9. That at the time of sailing as above the said ship was in good repair, well found, and fully manned.

10. That the said ship was bound for Ostend, in Belgium.

11. That the said ship proceeded on her said intended voyage as above stated, and, in consequence of contrary winds, put into Holyhead Refuge Harbour on the 21st November; sailed from Holyhead on the 30th November; put back on the 1st December, and anchored in the roadstead; put two anchors down with 90 fathoms on the starboard, and about 45 on the port anchor.

12. That on Thursday the 3d day of December, at 5.30 p.m., the tide at the time being two hours' ebb, the weather squally, and the wind in the N.N.W., blowing a whole gale, the said ship being at anchor as aforesaid, when a barque came foul of the vessel, and he was compelled to slip both anchors to avoid collision. Put sail on the vessel to endeavour to make the Old Harbour, but, the wind being ahead, drove on the rocks on the east side of the South Pierhead. After the vessel was on the rocks two hours, the master and crew left her, being afraid she would go to pieces in the night. After obtaining lodgings for the crew, the master, chief mate, and cook returned to the beach to watch the vessel. At 2 o'clock a.m. saw a boat going to the vessel; asked them where they were going to; could not hear their reply. That himself, chief mate, and cook tried to launch the boat; succeeded in doing so, and went on board. When they got there they found several people there. Asked them what they wanted, and they said that they came to assist and get the vessel off the rocks.

15. That the loss on the said ship is estimated by the master at 100*l.* sterling, and on the said cargo at 60*l.* sterling; and that the ship was insured in the sum of —— sterling, and the cargo in —— sterling.

16. That in consequence of the casualty to the said ship no lives were lost; saved by own boat.

17. That the above contents are in all respects correct and true to the best of deponent's knowledge and belief.

(signed) *Willibred Jannssens,*
Deponent.

Sworn at Holyhead this 5th day of December 1863, before me,

(signed) *E. B. Cunnah,*
Receiver of Wreck.

ADDITIONAL PARTICULARS filled in by the Receiver.

Casualty.		Exact Spot where Casualty happened, and Name of County in or nearest to which Situate. The Bearings and Distance of the nearest Town, Village, or other well-known Place should also be stated.	Precise Nature of Casualty.	Whether occasioning a Total Loss, or only Partial Loss.	If a Partial Loss, state whether the Cargo has been or is to be Discharged in consequence of the Casualty.
Date of.	Cause of.				
1863: 3 Dec.	Whole Gale -	Holyhead Bay - - - - -	Struck on rocks, and went down.	Total.	—

"ELIZABETH," of LIVERPOOL.

EXAMINATION on Oath instituted by the Receiver of Wreck at the Port of *Holyhead*.

1. *Garrison Burdett Arey*, being duly sworn, deposed as follows, namely:—

2. That he was master of the ship "Elizabeth," of the Port of Liverpool, of the register tonnage of 338 tons, her official number being 47,545.

3. That the said ship was owned by H. J. Ropes, residing at Liverpool, in the county of Lancaster.

4. That the said ship was rigged as a barque; that she was built of wood, at State of Maine, in the year 1856, and that she is classed in American Lloyd's List as A 2.

5. That the crew consist of ten hands, besides deponent; that the deponent's certificate is a certificate of competency, and is numbered 29,212.

6. That said ship had on board a cargo of general goods, shipped by J. F. Bennett and Co. of Liverpool, and consigned to Power and Co. of Halifax.

7. That said ship had on board, in addition to the cargo aforesaid, no passengers.

8. That said ship proceeded from Liverpool on her intended voyage, as named below, on the 29th day of September last past, at 12 o'clock noon, the tide at the time being highwater, the weather fine, and the wind blowing a moderate breeze from the S.

9. That at the time of sailing as above the said ship was in good repair, having been thoroughly overhauled, was well found, and fully manned.

10. That the said ship was bound for Halifax, in Nova Scotia.

11. That the said ship proceeded on her said intended voyage as above stated, and put into Holyhead on the 1st October, in consequence of springing a leak. Sailed on the 14th October. Sprung another leak at noon same day, and again put back to Holyhead, and arrived there at 10 o'clock a.m. on the 15th October. After putting the vessel in dock, and giving her thorough repairs, sailed from Holyhead on the 30th of November. Wind S. S. E.; light breeze. Put back to Holyhead through stress of weather, and anchored in the New Harbour at 9 o'clock a.m. on the 1st of December.

12. That on Thursday the 3d day of December, at 7 o'clock a.m., the tide at the time being two-thirds ebb, the weather squally, and the wind in the N. N. W. blowing a hurricane, the said ship, being at two anchors, as aforesaid, with 75 fathoms on the starboard, and 60 fathoms on the port anchor, when the ship commenced dragging. At once put sail on the vessel to try and make the Old Harbour, but the sails were split in setting. About 9 o'clock a.m. the vessel struck on a reef about two miles from the land, on the east side of Holyhead Bay; that he then cut away the fore and main rigging to let the masts go overboard, when the foretopmast, maintopgallant-mast, and jibboom went by the board. Sounded pumps, and found the vessel made no water. A short time after the schooner "Catherine," of Cork, drove across the vessel's stern, lifting the stern entirely up to the mizenmast, which caused the vessel to fill with water immediately. All hands of the schooner (excepting the master) jumped on board this vessel, and that he drove them back to their own vessel, and advised them to slip the cable to let the vessel run upon the beach. All returned to their vessel, except one man, who remained on board the vessel in a bewildered state. That to save their lives he launched the ship's longboat, but it immediately stove up alongside; and he then commenced constructing a raft, and, as soon as it was ready, placed five of this vessel's crew, and also the man belonging to the schooner upon it requesting all to lash themselves on to it. After this was done, cut it clear of the ship. Soon after the raft started it capsized, and the man from the schooner was drowned; the

remaining five men succeeded in landing at Peniel, on the east side of Holyhead Bay. That he then launched the ship's small boat, having no more spars to make another raft. That the mate, second mate, steward, and two seamen got into the boat, and threatened to cut the painter if he did not go into the boat immediately, as they feared she would be broken up alongside. That he then got into the boat and left the ship, when, about two cables' length from the ship, the boat capsized, and two seamen were drowned. That himself and the remainder hung on to the keel of the boat for some time, when a portion of the top of the cabin-house floated down to them, and they got upon it. Soon after it capsized, the chief mate and steward being drowned. That himself and second mate reached the shore, after being capsized two or three times. That very shortly after they reached the shore the vessel went to pieces.

15. That the loss on the said ship is estimated by the master at 3,000 *l.* sterling, and on the said cargo at (unknown) pounds sterling, and that the ship was insured in the sum of (unknown) pounds sterling, and the cargo in (unknown) pounds sterling.

16. That in consequence of the loss of the said ship five lives were lost by drowning; the remainder, seven in all, being saved by rafts from the ship. P. C. Gustave Jenner, chief mate; Henry Nelson, steward; William Campbell, seaman; —— ——, seaman, and a seaman belonging to the schooner "Catherine" were drowned.

17. That the above contents are in all respects correct and true to the best of deponent's knowledge and belief.

(signed) *G. B. Arey,*
Deponent.

Sworn at Holyhead this 7th day of December 1863, before me,

(signed) *E. B. Cunnah,*
Receiver of Wreck.

ADDITIONAL PARTICULARS filled in by the Receiver.

Casualty.		Exact Spot where Casualty happened, and Name of County in or nearest to which Situate. The Bearings and Distance of the nearest Town, Village, or other well-known Place should also be stated.	Precise Nature of Casualty.	Whether occasioning a Total Loss, or only Partial Loss.	If a Partial Loss, state whether the Cargo has been or is to be Discharged in consequence of the Casualty.
Date of.	Cause of.				
1863: 3 Dec. -	Hurricane -	Off Peniel, east side of Holyhead Bay.	Dragged from anchors, and struck on a reef, and went to pieces.	Total.	—

"WESTBOURNE," of LIVERPOOL.

No depositions were taken in this case. The following is an extract from the Casualty Return forwarded to the Board of Trade by the Inspecting Commander of Coastguard at Bangor:—

The brig "Westbourne" of Liverpool, 150 tons register, from Liverpool for Belize, with a general cargo, parted from her anchors in Holyhead Roadstead and drove on to Penryn Rocks. Her crew (nine men) took to the boats, which were capsized, and the men were drowned.

"ESPERANCE," of BAYONNE.

EXAMINATION on Oath instituted by the Receiver of Wreck at the Port of *Holyhead.*

1. *André Tittevin,* being duly sworn, deposes as follows, namely:—

2. That he was master of the ship "Esperance," of the Port of Bayonne, of the register tonnage of 79 tons.

3. That the said ship was owned by Lafond & Co., residing at Bayonne, in the Empire of France.

4. That

4. That the said ship was rigged as a schooner, that she was built of wood at Bayonne in the year 1851.

5. That the crew consist of four hands, besides deponent.

6. That said ship had on board a cargo of sugar and earthenware, shipped by Retiyer and Schintz & Co., of Liverpool, and consigned to order at Nantes.

7. That said ship had on board, in addition to the cargo aforesaid, —— passengers.

8. That said ship proceeded from Liverpool on her intended voyage as named below, on the 30th day of November last past, at noon, the tide at the time being high water, the weather fine, and the wind blowing a fine breeze from the S. E.

9. That at the time of sailing as above the said ship was in good repair, well found, and fully manned.

10. That the said ship was bound for Nantes, in France.

11. That the said ship proceeded on her said intended voyage as above stated, and on the 1st December, in consequence of strong wind from S. W. and very heavy sea, put into Holyhead and anchored in the Refuge Harbour with two anchors, having 60 fathoms of chain on each.

12. That on Thursday, the 3d day of December, at 7 a. m., the tide at the time being three-quarters ebb, the weather squally, and the wind in the W.N.W., blowing a hurricane, the said ship being at anchor as aforesaid, when she commenced dragging, and he bended the stream hawser to each anchor, and the warp to the kedge; nevertheless the vessel still dragged until she went on shore at Penrhos Point, where in 12 hours afterwards she became a total wreck.

That himself and crew took refuge on the mainmast about 1 p. m. An hour afterwards the cabin boy fell into the sea and was drowned. At 4 p. m. vessel fell on her beam-ends; he then, in company with two other sailors, came down from the mainmast to take refuge in the foremast, but in the attempt one of the men was carried away by a sea into the main hatchway, where he was drowned. Another man expired through exposure to the cold.

13. That at 6 a. m. on the 4th, the Holyhead lifeboat came alongside and rescued himself and another seaman.

15. That the loss on the said ship is estimated by the master at 600 *l.* sterling, and on the said cargo at 4,000 *l.* sterling, and that the ship was insured in the sum of (unknown) pounds sterling, and the cargo in (unknown) pounds sterling.

16. That in consequence of the loss of the said ship three lives were lost by drowning; the remainder, two in all, being saved by the Holyhead lifeboat.

17. That the above contents are in all respects correct and true, to the best of deponent's knowledge and belief.

(signed) *André Tittevin*,
Deponent.

Sworn at Holyhead this 9th day of December 1863, before me,
(signed) *E. B. Cunnah*,
Receiver of Wreck.

ADDITIONAL PARTICULARS filled in by the Receiver.

Casualty.		Exact Spot where Casualty happened, and Name of County in or nearest to which Situate. The Bearings and Distance of the nearest Town, Village, or other well-known Place should also be stated.	Precise Nature of Casualty.	Whether occasioning a Total Loss, or only Partial Loss.	If a Partial Loss, state whether the Cargo has been or is to be discharged in consequence of the Casualty.
Date of.	Cause of.				
1863: 3 Dec. -	Hurricane -	Penrhos Point, Holyhead Bay -	Dragged from anchors, and struck on bank.	Total.	—

"CLIMAX," of FOWEY.

EXAMINATION on Oath instituted by the Receiver of Wreck, at the Port of *Holyhead*.

1. *Thomas Frederick Scantlebury*, being duly sworn, deposes as follows; namely,—

2. That he is master of the ship "Climax," of the port of Fowey, of the register tonnage of 67 tons, her official number being 11,443.

3. That the said ship is owned by himself and others, residing at Par, near Fowey, in the county of Cornwall.

4. That the said ship is rigged as a schooner, that she was built of wood at Prince Edward's Island in the year 1850, and that she is not classed in Lloyd's List.

5. That the crew consist of four hands besides deponent; that the deponent has no certificate.

6. That said ship had on board a cargo of coals shipped by Mr. Hayes, of Runcorn, and consigned to Mr. Ridley, of Plymouth.

7. That said ship had on board, in addition to the cargo aforesaid, no passengers.

8. That said ship proceeded from Runcorn on her intended voyage as named below, on the 11th day of November last past, at 11.30 a. m., the tide at the time being high water, the weather variable, and the wind blowing a moderate breeze from the N. N. W.

9. That at the time of sailing as above the said ship was in good repair, well found, and fully manned.

10. That the said ship was bound for Plymouth, in Devonshire.

11. That the said ship proceeded on her said intended voyage as above stated, and put into Holyhead through stress of weather. After remaining there some days, sailed on the 29th November at 11.30 p. m. Moderate weather; wind S. E.

At 1.30 a. m. on the 1st December, when off Cardigan Light, bore up for Holyhead, as it was blowing strong from the southward.

Anchored inside the Platter Rocks in Holyhead new harbour, at 10 a. m. on 1st December.

12. That on Thursday, the 3d day of December, at 9 a. m., the tide at the time being low water, the weather squally, and the wind in the N. W., blowing a hurricane, the said ship being at anchor as aforesaid with two best bower anchors out, having 35 fathoms of chain on the one and 20 fathoms on the other, when a brigantine called the "Rifleman" drove foul of the vessel.

That he veered out both cables to an end, but could not avoid the collision.

Both vessels sustained considerable damage, and made much water.

That at 4 p. m., to save life and property, he slipped both chains, and the vessel drove upon Salt Island, when she filled.

That himself and crew got on the shore in the ship's own boat, with the assistance of a number of people on the shore.

15. That the loss on the said ship is estimated by the master at 400 *l.* sterling, and on the said cargo at (nil) pounds sterling, and that the ship was insured in the sum of 300 *l.* sterling, and the cargo in (unknown) pounds sterling.

16. That in consequence of the stranding of the said ship no lives were lost, all being saved by ship's own boat.

17. That the above contents are in all respects correct and true to the best of deponent's knowledge and belief.

(signed) *T. F. Scantlebury,*
Deponent.

Sworn at Holyhead this 11th day of December 1863, before me,

(signed) *E. B. Cunnah,*
Receiver of Wreck.

ADDITIONAL PARTICULARS filled in by the Receiver.

Casualty.		Exact Spot where Casualty happened, and Name of County in or nearest to which Situate. The Bearings and Distance of the nearest Town, Village, or other well-known Place should also be stated.	Precise Nature of Casualty.	Whether occasioning a Total Loss, or only Partial Loss.	If a Partial Loss, state whether the Cargo has been or is to be discharged in consequence of the Casualty.
Date of.	Cause of.				
1863: 3 Dec. -	Hurricane -	Holyhead New Harbour - -	Slipped anchors, and dragged upon rocks.	Partial - -	Yes.

"Rifleman," of Plymouth.

Examination on Oath instituted by the Receiver of Wreck, at the Port of *Holyhead.*

1. *Stephen Carder*, being duly sworn, deposes as follows; namely,—

2. That he is master of the ship "Rifleman," of the port of Plymouth, of the register tonnage of 114 tons, her official number being 29,787.

3. That the said ship is owned by S. Taylor, residing at Oreston, in the county of Devon.

4. That the said ship is rigged as a brigantine; that she was built of wood.

5. That the crew consist of five hands, besides deponent; that the deponent's certificate is a certificate of service, and is numbered 37,391.

6. That said ship had on board a cargo of rock salt, shipped by T. Verdin, of Liverpool, and consigned to Best & Co., of Antwerp.

7. That said ship had on board, in addition to the cargo aforesaid, no passengers.

8. That said ship proceeded from Runcorn on her intended voyage as named below, on the 28th day of October last past, at 11 a.m.; the tide at the time being high water, the weather fine, and the wind blowing a moderate breeze from the N.W.

9. That at the time of sailing as above the said ship was in good repair, well found, and fully manned.

10. That the said ship was bound for Antwerp.

11. That the said ship proceeded on her said intended voyage as above stated, and remained at Liverpool until 19th November, 5 o'clock, a.m.; wind S.S.E.; put into Holyhead at 11 p.m. same day, on account of heavy weather, and wind from S.W.

12. That on Thursday the 3d day of December at 6.30 a.m., the tide at the time being half ebb, the weather squally, and the wind in the N.W. blowing a hurricane, the said ship being at anchor in the Holyhead New Harbour, with both anchors down, 55 fathoms of chain on the port, and 45 fathoms of chain on the starboard anchor, when the brigantine "Alnwick," of Beaumaris, drove across the bows of the said ship, carrying away jib-boom with all gear attached, cutwater, knight-head, and bulwarks.
That the said ship then commenced dragging, and came in contact with the schooner "Climax," of Fowey, doing considerable damage to the "Climax," and cutting this vessel to the water's edge; vessel making a considerable quantity of water, all hands at the pumps to keep her afloat until towed into the Holyhead Old Harbour by the steam-tug "Royal Arch," on the 4th December at noon.

13. That when the said vessel was brought into the Old Harbour, he obtained assistance to pump the vessel out.

15. That the loss on the said ship is estimated by the master at 150 *l.* sterling, and on the said cargo at (unknown) pounds sterling, and that the ship was insured in the sum of (unknown) pounds sterling, and the cargo in (unknown) pounds sterling.

16. That in consequence of the casualty to the said ship no lives were lost.

17. That the above contents are in all respects correct and true, to the best of deponent's knowledge and belief.

(signed) *Stephen Carder*, Deponent.

Sworn at Holyhead this 17th day of December 1863, before me,
(signed) *E. B. Cunnah*,
Receiver of Wreck.

Additional Particulars filled in by the Receiver.

Casualty.		Exact Spot where Casualty happened, and Name of County in or nearest to which Situate. The Bearings and Distance of the nearest Town, Village, or other well-known Place should also be be stated.	Precise Nature of Casualty.	Whether occasioning a Total Loss, or only Partial Loss.	If a Partial Loss, state whether the Cargo has been or is to be discharged in consequence of the Casualty.
Date of.	Cause of.				
1863: 3 Dec.	Gale of Wind -	Holyhead New Harbour - -	Collision with "Alnwick."	Partial - -	No.

"Pearl," of Fowey.

Examination on Oath instituted by the Receiver of Wreck, at the Port of *Holyhead.*

1. *Joseph Steele,* being duly sworn, deposes as follows; namely,—

2. That he is master of the ship "Pearl," of the port of Fowey, of the register tonnage of 106 tons, her official number being 34,464.

3. That the said ship was owned by Joseph Steele, residing at Fowey, in the county of Cornwall.

4. That the said ship was rigged as a brigantine; that she was built of wood at Prince Edward's Island, in the year 1852, and that she is not classed in Lloyd's List.

5. That the crew consist of five hands, besides deponent; that the deponent's certificate is a certificate of service, and is numbered 67,721.

6. That said ship had on board a cargo of rock salt, &c., shipped by Mr. Hayes, of Runcorn, and consigned to Messrs. Christie & Ransom, of Ipswich.

7. That said ship had on board, in addition to the cargo aforesaid, no passengers.

8. That said ship proceeded from Runcorn on her intended voyage, as named below, on the 22d day of November last past, at 12 noon; the tide at the time being high, the weather fine, and the wind blowing a moderate breeze from the N.N.W.

9. That at the time of sailing as above, the said ship was in good repair, well found, and fully manned.

10. That the said ship was bound for Ipswich, in England.

11. That the said ship proceeded on her said intended voyage as above stated, and put into Holyhead New Harbour on 27th November, in consequence of contrary winds.

12. That on Thursday, the 3d of December, at 6 a.m., the tide at the time being half ebb, the weather squally, and the wind in the N.W. blowing a hurricane, the said ship riding to two anchors in Holyhead New Harbour, as aforesaid, when a Maltese barque came foul of her and parted the chains, when she dragged out of the harbour. That he ran her upon the rocks at the entrance of the harbour, to save life and property; at noon she came off with flood-tide, apparently very little damaged; put canvas on her and ran her for the Old Harbour.

That he got the vessel inside of the wooden jetty, but through not getting any assistance, or having any anchor, the vessel drove out again, and in about a quarter of an hour afterwards himself and crew were taken off by a shore boat.

That the vessel soon struck upon the rocks off Penrhos and broke up.

13. That five men (names unknown) came off in their boat, and, in his opinion, at great personal risk, saved the lives of himself and crew.

15. That the loss on the said ship is estimated by the master at 700 *l.* sterling, and on the said cargo at (unknown) pounds sterling, and that the ship was insured in the sum of (unknown) pounds sterling, and the cargo in (unknown) pounds sterling.

16. That in consequence of the loss of the said ship no lives were lost, being saved by a shore boat.

17. That the above contents are in all respects correct and true, to the best of deponent's knowledge and belief.

(signed) *Joseph Steele,* Deponent.

Sworn at Holyhead, this 7th day of December 1863, before me,

(signed) *E. B. Cunnah,*
Receiver of Wreck.

Additional Particulars filled in by the Receiver.

Casualty.		Exact Spot where Casualty happened, and Name of County in or nearest to which Situate. The Bearings and Distance of the nearest Town, Village, or other well-known Place should also be stated.	Precise Nature of Casualty.	Whether occasioning a Total Loss, or only Partial Loss.	If a Partial Loss, state whether the Cargo has been, or is to be, discharged in consequence of the Casualty.
Date of.	Cause of.				
1863: 3 Dec.	Hurricane -	Off Penrhos, Holyhead Bay - -	Dragged from anchors, struck on rocks, and broke up.	Total.	—

"Hibernia," of Workington.

Examination on Oath instituted by the Receiver of Wreck at the Port of *Holyhead.*

1. *James Metcalf,* being duly sworn, deposes as follows, namely:—

2. That he was master of the ship "Hibernia," of the Port of Workington, of the register tonnage of 178 tons, her official number being 8,750.

3. That the said ship was owned by Mr. Alexander, residing at Workington, in the County of Cumberland.

4. That the said ship was rigged as a brig, and that she was built of wood, at Kinsale, in the year 1824.

5. That the crew consist of five hands, besides deponent, and that the deponent has no certificate.

6. That said ship had on board a cargo of coals, shipped by Mr. Fletcher, of Workington, and consigned to order, at Dublin.

7. That said ship had on board, in addition to the cargo aforesaid, no passengers.

8. That said ship proceeded from Workington on her intended voyage, as named below, on the 24th day of November last past, at 10 p.m.; the tide at the time being highwater, the weather fine, and the wind blowing a light breeze from the S.S.E.

9. That at the time of sailing, as above, the said ship was in good repair, well found, and fully manned.

10. That the said ship was bound for Dublin, in Ireland.

11. That the said ship proceeded on her said intended voyage, as above stated, and in consequence of contrary winds put into Belfast Lough, at 7 p.m. on 1st December; wind W., moderate breeze.

12. That on Thursday the 3d day of December, at 7 a.m., the tide at the time being highwater, the weather squally, and the wind in the N.W., blowing strong, the said ship being about six miles off the Baily Light, when the wind increased to a hurricane, and he was compelled to bear up for Holyhead.
That about 12·30 p.m. he anchored inside the new breakwater at Holyhead, with 60 fathoms of chain on the starboard and 45 fathoms on the port anchor.
That about 3 o'clock p.m., the gale still continuing, the vessel parted both chains, and went on the sandbank at Penrhos Point, where she filled immediately.
That, at low water, himself and crew were able to walk on shore.

15. That the loss on the said ship is estimated by the master at 800*l.* sterling, and on the said cargo at 150*l.* sterling, and that the ship was insured in the sum of (unknown) pounds sterling, and the cargo in (unknown) pounds sterling.

16. That in consequence of the casualty to the said ship no lives were lost, all being saved.

17. That the above contents are in all respects correct and true, to the best of deponent's knowledge and belief.

(signed) *James Metcalf,*
Deponent.

Sworn at Holyhead this 11th day of December 1863, before me,

(signed) *E. B. Cunnah,*
Receiver of Wreck.

Additional Particulars filled in by the Receiver.

Casualty.		Exact Spot where Casualty happened, and Name of County in or nearest to which Situate. The Bearings and Distance of the nearest Town, Village, or other well-known Place should also be stated.	Precise Nature of Casualty.	Whether occasioning a Total Loss, or only Partial Loss.	If a Partial Loss, state whether the Cargo has been or is to be Discharged in consequence of the Casualty.
Date of	Cause of				
1863: 3 Dec.	Hurricane -	Penrhos Point, Holyhead Bay -	Dragged from anchors and ran on shore.	Total.	—

"Aerial," of Carnarvon.

Examination on Oath instituted by the Receiver of Wreck at the Port of *Holyhead*.

1. *Henry Owen*, being duly sworn, deposes as follows, namely:—

2. That he is master of the ship "Aerial," of the Port of Carnarvon, of the register tonnage of 79 tons, her official number being 23,005.

3. That the said ship is owned by Mr. Hughes, residing at Portmadoc, in the County of Carnarvon.

4. That the said ship is rigged as a schooner; that she was built of wood, at Newport, in the year 1848; and that she is not classed in Lloyd's List.

5. That the crew consist of three hands, besides deponent.

6. That said ship was in ballast.

7. That said ship had on board, in addition to the cargo aforesaid, no passengers.

8. That said ship proceeded from Belfast, on her intended voyage, as named below, on the 2d day of December last past, at 8 a.m., the tide at the time being flood, the weather rainy, and the wind blowing a moderate breeze from the N.N.W.

9. That at the time of sailing, as above, the said ship was in good repair and well found; but one hand short.

10. That the said ship was bound for Portmadoc, in Carnarvonshire.

11. That the said ship proceeded on her said intended voyage, as above stated, and when eight miles N.W. of Holyhead, about 6 a.m. on 3d December, it commenced blowing a hurricane from N.W.; took in all sails except small peak of mainsail. At 10 a.m. bore up for Holyhead, at 0·30 p.m., entering Holyhead Bay, and, when inside of Light-ship, let go both anchors.

12. That on Thursday the 3d day of December, at 10·15 a.m., the tide at the time being a quarter flood, the weather squally, and the wind in the N.W., blowing a hurricane, the said ship with anchors down as aforesaid, when the best bower-chain parted, vessel dragged rapidly, and went on the beach at Peniel, where she now remains, with keel gone, and full of water.

15. That the loss on the said ship is estimated by the master at (unknown) pounds sterling, and on the said cargo at nil pounds sterling, and that the ship was insured in the sum of (unknown) pounds sterling, and the cargo in (unknown) pounds sterling.

16. That in consequence of the stranding of the said ship no lives were lost, being saved by ship's own boat.

17. That the above contents are in all respects correct and true, to the best of deponent's knowledge and belief.

(signed) *Henry Owen*,
Deponent.

Sworn at Holyhead this 9th day of December 1863, before me,

(signed) *E. B. Cunnah*,
Receiver of Wreck.

Additional Particulars filled in by the Receiver.

Casualty.		Exact Spot where Casualty happened, and Name of County in or nearest to which Situate. The Bearings and Distance of the nearest Town, Village, or other well-known Place should also be stated.	Precise Nature of Casualty.	Whether occasioning a Total Loss, or only Partial Loss.	If a Partial Loss, state whether the Cargo has been or is to be Discharged in consequence of the Casualty.
Date of	Cause of				
1863: 3 Dec.	Hurricane -	Peniel, east side, Holyhead Bay -	Stranded.	Unknown yet.	—

"Elizabeth Morrow," of Glasgow.

Examination on Oath instituted by the Receiver of Wreck at the Port of *Holyhead.*

1. *George William Spuring,* being duly sworn, deposes as follows, namely:—

2. That he is master of the ship "Elizabeth Morrow," of the Port of Glasgow, of the register tonnage of 394 tons, her official number being 35,567.

3. That the said ship is owned by Walker, Scott, and Co., residing at 32 Royal Exchange Square, in the town of Glasgow.

4. That the said ship is rigged as a barque; that she was built of wood, at St. John's, N. B., in the year 1857; and that she is classed in Lloyd's List as A 1 7 years.

5. That the crew consist of 17 hands and one stowaway, besides deponent, that the deponent's certificate is a certificate of service, and is numbered 52,951.

6. That said ship had on board a cargo of general goods, rum, and tobacco, shipped by Walker, Scott, and Co., of Glasgow, and consigned to Walker, Scott, and Co., of Glasgow.

7. That said ship had on board, in addition to the cargo aforesaid, no passengers.

8. That said ship proceeded from Glasgow on her intended voyage, as named below, on the 7th day of November last past, at 9 a.m.; the tide at the time being half-flood, the weather fine, and the wind blowing a moderate breeze.

9. That at the time of sailing as above the said ship was in good repair, well found, and fully manned.

10. That the said ship was bound for Old Calabar, in West Coast of Africa.

11. That the said ship proceeded on her said intended voyage as above stated, and put into Belfast Lough on 13th November. Sailed 2d December, at 8 a.m., wind N.N.W., fresh breeze; at 4 p.m., wind hauled to S.W.; at midnight commenced blowing hard; gradually took sail in until 4 a.m. on the 3d December, when, then under close-reefed topsails, fore-topmast staysail, and mizen staysail, at 6 a.m. wind shifted to N.W. by W., blowing a complete hurricane; all sails blown away; vessel on her beam-ends for three hours; vessel then 18 miles from Holyhead, S.E. by S. Threw a portion of cargo overboard; wind changed to N.N.W.; bore up for Holyhead at 9 a.m.

12. That on Thursday the 3d day of December, at 11 a.m., the tide at the time being half-flood, the weather squally, and the wind in the N.N.W., blowing a hurricane, the said ship just came round the Lightship off Holyhead New Harbour Breakwater, when both anchors were let go with 90 fathoms of chain on each. Could not pay out more chain, as it had got foul below. Vessel rode well until 3 p.m., when she commenced driving rapidly, and in about 20 minutes struck upon Penrhos Sands, east side of Holyhead Bay, where she now lies full of water. At 5 a.m. on the 4th, himself and crew were taken off the ship by the Holyhead Lifeboat, as it was not safe to remain on board any longer; at 11 a.m., on the 4th, wind having changed to S.W., went on board again, and sounded the pumps; found six feet of water, placed all hands at the pumps, but could not decrease the quantity.

13. That the steam-tug "Fury" got hold of the vessel at 3 p.m., and remained until 5 p.m., endeavouring to get her off, but only succeeded in moving her about the ship's length; slipped cables, and got all the effects of himself and seamen and ship's stores on board the "Fury," and left the vessel in her at 6 p.m., not being able to do any more, and the sea making a complete breach over her. At 2 a.m. on the 5th December the steam-tug "Fury" again went to the vessel, and tried to get her off, but failed to move her. That immediate steps will be taken to discharge a portion of the cargo, so as to lighten the ship and get her off.

15. That the loss on the said ship is estimated by the master at 4,000 *l.* sterling, and on the said cargo at (unknown) pounds sterling; and that the ship was insured in the sum of (unknown) pounds sterling, and the cargo in (unknown) pounds sterling.

16. That in consequence of the casualty to the said ship no lives were lost, all being saved by the Holyhead Lifeboat.

17. That the above contents are in all respects correct and true, to the best of deponent's knowledge and belief.

(signed) *G. W. Spuring*, Deponent.

Sworn at Holyhead this 5th day of December 1863, before me,
(signed) *E. B. Cunnah*, Receiver of Wreck.

Additional Particulars filled in by the Receiver.

Casualty.		Exact Spot where Casualty happened, and Name of County in or nearest to which situate. The Bearings and Distance of the nearest Town, Village, or other well-known Place should also be stated.	Precise Nature of Casualty.	Whether occasioning a Total Loss, or only Partial Loss.	If a Partial Loss, state whether the Cargo has been or is to be Discharged in consequence of the Casualty.
Date of.	Cause of.				
1863: 3 Dec.	Hurricane -	Penrhos Sands, Holyhead Bay -	Dragged from anchors, struck upon sands, and filled.	Partial.	Yes.

"R. T. K.," of Fowey.

Examination on Oath instituted by the Receiver of Wreck at the Port of *Holyhead.*

1. *Thomas Patten*, being duly sworn, deposes as follows, namely :—

2. That he is master of the ship "R. T. K.," of the Port of Fowey, of the register tonnage of 85 tons, her official number being 44,900.

3. That the said ship is owned by S. Kerrick, residing at Charlestown, in the County of Cornwall.

4. That the said ship is rigged as a schooner; that she was built of wood, at Charlestown, in the year 1863.

5. That the crew consist of four hands, besides deponent; that the deponent has no certificate.

6. That said ship had on board a cargo of sand.

7. That said ship had on board, in addition to the cargo aforesaid, no passengers.

8. That said ship proceeded from Rouen on her intended voyage as named below, on the 28th day of November last past, at 1 p.m.; the tide at the time being flood, the weather fine, and the wind blowing a fresh breeze from the S.E.

9. That at the time of sailing as above the said ship was in good repair, well found, and fully manned.

10. That the said ship was bound for Runcorn, in Cheshire.

11. That the said ship proceeded on her said intended voyage as above stated; and on the 2d December, when off Tuskar, wind S.S.W., light, it suddenly veered to N., blowing a whole gale; carried away foreyard and maintopmast. At 12 noon, found the mainmast was sprung; bore up for Holyhead, and anchored in the Roads at 7 a.m., the 3rd December. Had three anchors, with 75 fathoms on each chain.

12. That on Thursday the 3rd day of December, at 4·30 p.m., the tide at the time being two hours' ebb, the weather squally, and the wind in the N., blowing a hurricane, the said ship being at anchor in the Holyhead Roadstead as aforesaid, when she parted from her anchors. Placed the vessel under fore-staysail, and, seeing smooth water in Penrhos Bay, ran the vessel towards it, and succeeded in beaching her at about 5 p.m.

15. That the loss on the said ship is estimated by the master at (unknown) pounds sterling,

sterling, and on the said cargo at (nil) pounds sterling; and that the ship was insured in the sum of (unknown) pounds sterling, and the cargo in (unknown) pounds sterling.

16. That in consequence of the casualty to the said ship no lives were lost.

17. That the above contents are in all respects correct and true, to the best of deponent's knowledge and belief.

(signed) *Thomas Patten*, Deponent.

Sworn at Holyhead, this 5th day of December 1863, before me,
(signed) *E. B. Cunnah*, Receiver of Wreck.

ADDITIONAL PARTICULARS filled in by the Receiver.

Casualty.		Exact Spot where Casualty happened, and Name of County in or nearest to which Situate. The Bearings and Distance of the nearest Town, Village, or other well-known Place should also be stated.	Precise Nature of Casualty.	Whether occasioning a Total Loss, or only Partial Loss.	If a Partial Loss, state whether the Cargo has been or is to be discharged in consequence of the Casualty.
Date of.	Cause of.				
1863: 3 Dec.	Hurricane -	Penrhos Sands, Holyhead Bay -	Parted from her anchors and ran upon beach.	Damage.	Yes.

"DIAMOND," of BELFAST.

EXAMINATION on oath instituted by the Receiver of Wreck at the Port of *Holyhead*.

1. *Robert Curran*, being duly sworn, deposes as follows, namely: —

2. That he is master of the ship "Diamond," of the port of Belfast, of the register tonnage of 211 tons, her official number being 14,061.

3. That the said ship is owned by S. Honston, residing at Belfast, in the county of Down.

4. That the said ship is rigged as a brig; that she was built of wood, at Whitehaven.

5. That the crew consist of eight hands, besides deponent; that the deponent's certificate is a certificate of competency, and is numbered.

6. That said ship was in ballast.

7. That said ship had on board, in addition to the cargo aforesaid, no passengers.

8. That said ship proceeded from Belfast on her intended voyage, as named below, on the 2d day of December last past, at 12 noon, the tide at the time being high water, the weather squally, and the wind blowing a strong breeze from the W.N.W.

9. That at the time of sailing as above the said ship was in good repair, and well found.

10. That the said ship was bound for Swansea, in Wales.

11. That the said ship proceeded on her said intended voyage as above stated, and about 5 a.m., on the 3d December, when off North and South Light, wind increased to a gale, carried away fore-topsail and fore-topmast staysail. Anchored in Holyhead roadstead at 5 p.m. on the 3d, after encountering the whole fury of a hurricane from N.N.W.

12. That on Thursday, the 3d day of December, at 7 p.m., the tide at the time being half ebb, the weather squally, and the wind in the N.W., blowing a hurricane, the said ship being at two anchors as aforesaid, with 90 fathoms to the port, and 75 fathoms to the starboard anchor, when the starboard chain cable parted; at nine p.m., the port chain cable parted, and vessel drove rapidly towards Penrhos, and struck upon a reef of rocks some distance from the shore, where the water soon covered the ballast; that himself and crew left the vessel at 5 p.m. on 4th December, as the steam-tug "Royal Arch" had been trying to tow the vessel off, but could not do so, and the weather still continuing so bad that it was not safe to remain.

15. That the loss on the said ship is estimated by the master at 800 *l.* sterling, and on the said cargo at (nil) pounds sterling, and that the ship was insured in the sum of (unknown) pounds sterling, and the cargo in ——— pounds sterling.

16. That in consequence of the casualty to the said ship no lives were lost, all being saved by vessel's own boat and a shore boat.

17. That the above contents are in all respects correct and true, to the best of deponent's knowledge and belief.

(signed) *Robert Curran*, Deponent.

Sworn at Holyhead, this 5th day of December 1863, before me,

(signed) *E. B. Cunnah*, Receiver of Wreck.

ADDITIONAL PARTICULARS filled in by the Receiver.

Casualty.		Exact Spot where Casualty happened, and Name of County in or nearest to which Situate. The Bearings and Distance of the nearest Town, Village, or other well-known Place should also be stated.	Precise Nature of Casualty.	Whether occasioning a Total Loss, or only Partial Loss.	If a Partial Loss, state whether the Cargo has been or is to be discharged in consequence of the Casualty.
Date of.	Cause of.				
1863: 3 Dec.	Hurricane -	Holyhead Bay, Penrhos - -	Dragged from anchors and struck upon rocks.	Unknown yet.	—

"PALERMO," OF WORKINGTON.

EXAMINATION on oath instituted by the Receiver of Wreck at the Port of *Holyhead*.

1. *Thomas Wedgwood*, being duly sworn, deposes as follows; namely,—

2. That he is master of the ship "Palermo," of the port of Workington, of the register tonnage of 138 tons, her official number being 33,776.

3. That the said ship is owned by John Dixon, residing at Workington, in the county of Cumberland.

4. That the said ship is rigged as a brigantine; that she was built of wood at America.

5. That the crew consist of five hands, besides deponent; that the deponent has no certificate.

6. That said ship had on board a cargo of coals, shipped by Mr. Fletcher, of Workington, and consigned to Mr. J. Dixon, at Dublin.

7. That said ship had on board, in addition to the cargo aforesaid, no passengers.

8. That said ship proceeded from Workington, on her intended voyage as named below, on the 23rd day of November last past, at 10 a.m., the tide at the time being high water, the weather fine, and the wind blowing a light breeze from the S.

9. That at the time of sailing as above the said ship was in good repair, well found, and fully manned.

10. That the said ship was bound for Dublin, in Ireland.

11. That the said ship proceeded on her said intended voyage, as above stated, and put into Belfast Lough on the 25th November, in consequence of a gale of wind from S.S.W. Sailed from Belfast Lough on 2d December, at 8 a.m., wind N., light breeze, with rain.

12. That on Thursday, the 3d day of December, at 7 a.m., the tide at the time being half ebb, the weather squally, and the wind in the N.N.W., blowing a gale, the said ship being off Rock-a-bill, it bearing W. 15 miles distant, when a squall struck the ship, putting her on the beam ends as near as she would go; cut away the mainstaysail and gear, when she righted; kept her before the wind for Holyhead, and about noon anchored in Holyhead roadstead, to two anchors, with 60 fathoms on the port chain and 50 fathoms on the starboard

board chain. The gale still continuing, vessel parted both chains at 5 p.m., and drove upon the rocks under Penrhos, where she now remains. Soon after striking, vessel filled.

13. That the master of brig "Diamond," of Belfast, took himself and crew out of the rigging in his boat.

15. That the loss on the said ship is estimated by the master at 700 *l.* sterling, and on the said cargo at 100 *l.* sterling; and that the ship was insured in the sum of (unknown) pounds sterling, and the cargo in (unknown) pounds sterling.

16. That in consequence of the casualty to the said ship no lives were lost, all being saved by the boat of the brig "Diamond," of Belfast.

17. That the above contents are in all respects correct and true, to the best of deponent's knowledge and belief.

(signed) *Thomas Wedgwood*, Deponent.

Sworn at Holyhead, this 5th day of December 1863, before me,
(signed) *E. B. Cunnah*, Receiver of Wreck.

ADDITIONAL PARTICULARS filled in by the Receiver.

Casualty.		Exact Spot where Casualty happened, and Name of County in or nearest to which Situate. The Bearings and Distance of the nearest Town, Village, or other well-known Place should also be stated.	Precise Nature of Casualty.	Whether occasioning a Total Loss, or only Partial Loss.	If a Partial Loss, state whether the Cargo has been or is to be discharged in consequence of the Casualty.
Date of.	Cause of.				
1863: 3 Dec.	Hurricane -	Holyhead Bay, Penrhos - -	Dragged from anchors and struck upon rocks.	Unknown yet.	—

"MARY AND MARTHA," of STOCKTON.

EXAMINATION on Oath instituted by the Receiver of Wreck at the Port of *Holyhead*.

1. *Thomas Cobby*, being duly sworn, deposes as follows, namely:—

2. That he is master of the ship "Mary and Martha," of the port of Stockton, of the register tonnage of 210 tons, her official number being 20,796.

3. That the said ship is owned by Thomas Carter, residing at Stockton, in the county of York.

4. That the said ship is rigged as a brig; that she was built of wood at Sunderland, in the year 1858, and that she is classed in Lloyd's List as A 1, nine years.

5. That the crew consist of seven hands, besides deponent, and that the deponent's certificate is a certificate of competency, and is numbered 21,529.

6. That said ship was in ballast.

7. That said ship had on board, in addition to the cargo aforesaid, no passengers.

8. That said ship proceeded from Glasson dock, on her intended voyage as named below, about 25th day of November last past, at 10 a.m.; the tide at the time being high water, the weather thick, and the wind blowing a strong breeze from the S.

9. That at the time of sailing as above the said ship was in good repair, well found, and fully manned.

10. That the said ship was bound for Cardiff, in Wales.

11. That the said ship proceeded on her said intended voyage as above stated.

12. That on Monday, the 30th day of November, at 7 p.m., the tide at the time being just flood, the weather fine, and the wind in the S.W., blowing a light breeze, the said ship anchored in Holyhead Refuge Harbour, at one anchor, with 30 fathoms chain. On the 1st December, about 10 a.m., commenced blowing hard from W.S.W.; let go second anchor to 45 fathoms, and increased to 60 fathoms on the other. On the 3d December, wind N.W., a hurricane; vessel dragged her anchors, coming close to a Spanish schooner;

asked the master to veer away some chain; he replied that he could not do so, after which a collision took place between the vessels, and both drove together; hoisted a signal for a tug-boat, but none could come to the vessel. To save the ship, cut away both masts, and then she got clear and rode the gale out.

15. That the loss on the said ship is estimated by the master at 1,000 *l.* sterling, and on the said cargo at (nil) pounds sterling, and that the ship was insured in the sum of (unknown) pounds sterling, and the cargo in unknown pounds sterling.

16. That in consequence of the casualty to the said ship no lives were lost.

17. That the above contents are in all respects correct and true, to the best of deponent's knowledge and belief.

(signed) *Thomas Cobby*, Deponent.

Sworn at Holyhead, this 5th day of December 1863, before me,
(signed) *E. B. Cunnah*, Receiver of Wreck.

Additional Particulars filled in by the Receiver.

Casualty.		Exact Spot where Casualty happened, and Name of County in or nearest to which Situate. The Bearings and Distance of the nearest Town, Village, or other well-known Place should also be stated.	Precise Nature of Casualty.	Whether occasioning a Total Loss, or only Partial Loss.	If a Partial Loss, state whether the Cargo has been or is to be discharged in consequence of the Casualty.
Date of.	Cause of.				
1863: 3 Dec.	Hurricane -	Holyhead Harbour - - -	Dragged her anchors and cut away masts to save vessel.	Partial.	—

"Regina Maria," of Genoa.

No depositions were taken in this case. The following is an extract from the Casualty Return forwarded to the Board of Trade by the Receiver of Wreck at Liverpool:—

The barque "Regina Maria" of Genoa, Italy, 252 tons register, from Liverpool to Buenos Ayres, with coals, left Liverpool on the 29th November, and proceeded as far as Bardsey, when, in consequence of having met with bad weather and lost several sails and spars, she bore up for Holyhead for shelter. On the 3d December at noon, the weather being bad, and the wind in the north-west, blowing a whole gale, she was riding with four anchors down, when, from the violence of the gale she began to drive, and for safety of life and property her masts were cut away, which enabled her to ride it out; she was subsequently towed to Liverpool for repairs.

"Ernest 2d," of Rostock.

No depositions were taken in this case. The following is an extract from the Casualty Return forwarded to the Board of Trade by the Receiver of Wreck at Liverpool:—

The brig "Ernest 2d" of Rostock, 167 tons register, from Liverpool to Rio Janeiro, with a general cargo, left Liverpool on the 4th November, and, having experienced very bad weather, put back to Holyhead, and was riding in the outer harbour on the 3d December, when the wind increased to a whole gale from the west north-west, and the schooner "Margaret" of Liverpool drove across her bows and did damage to her head-gear, &c. Subsequently she began to drag, and to prevent further damage it was found expedient to cut away the masts, which enabled her to ride out the gale.

"Margaret" of Liverpool.

Examination on Oath instituted by the Receiver of Wreck at the Port of *Liverpool.*

1. *William George Scarborough*, being duly sworn, deposes as follows; namely:—

2. That he was master of the ship "Margaret," of the port of Liverpool, of the register tonnage of 97 tons, her official number being 2,337.

3. That

3. That the said ship is owned by the Company of African Merchants (Limited), residing at Liverpool, in the county of Lancashire.

4. That the said ship was rigged as a schooner, that she was built of wood at Colchester in the year 1853, and that she is not classed in Lloyd's List.

5. That the crew consist of ten hands, besides deponent; that the deponent's certificate is a certificate of service, and is numbered 46,657.

6. That said ship had on board a cargo of general goods shipped by the Company of African Merchants, of Liverpool, and consigned to W. H. Smith, of Africa.

7. That said ship had on board, in addition to the cargo aforesaid, two passengers.

8. That said ship proceeded from Liverpool on her intended voyage as named below, on the 21st day of November last past, at 7½ a.m.; the tide at the time being flood, the weather fine, and the wind blowing a light breeze from the S.S.E.

9. That at the time of sailing as above the said ship was in good condition and well found in stores.

10. That the said ship was bound for Kinsembo, in Africa.

11. That the said ship proceeded on her said intended voyage as above stated, and had reached Holyhead, bearing S. by E. and Calf of Man, north, without casualty, having experienced very severe weather.

12. That on Thursday, the 24th day of November, at 8 p.m., the tide at the time being ————, the weather cloudy, and the wind in the W.S.W. blowing strong, the said ship under double-reefed sails, heading southward, the crew came aft to the master and refused to proceed further on the voyage; put ship's head to southward and went into Holyhead Roads; 3d December, wind N.W., blowing a heavy gale, ship riding to two anchors; 0·30 p.m., ship began to drag, and came into collision with the brig "Duke of Saxe Coburg and Gotha;" cut away the schooners masts which went over the side with all attached, the brig lifting and falling with the sea; cut away the main rail and stanchion and doing other damage to the schooner the sea washing over her, a great deal of water got below and did some damage to the cargo; 5th, steam tug "Royal Arch" took the steamer in tow for Liverpool.

13. That no salvage services were rendered to the schooner.

14. That the cargo has been discharged, and vessel under repair.

15. That the loss on the said ship is estimated by deponent at 400 *l.* sterling, and on the said cargo at 100 *l.* sterling, and that the ship was insured in the sum of 1,500 *l.* sterling, and the cargo in (unknown) pounds sterling.

16. That in consequence of the casualty to the said ship no lives were lost, the remainder, in all, being saved by ————

17. That the above contents are in all respects correct and true, to the best of deponent's knowledge and belief.

(signed) *William George Scarborough*, Deponent.

Sworn at Liverpool, this 18th day of December 1863, before me,
(signed) *W. G. Stewart, pro* Receiver of Wreck.

ADDITIONAL PARTICULARS filled in by the Receiver.

Casualty.		Exact Spot where Casualty happened, and Name of County in or nearest to which Situate. The Bearings and Distance of the nearest Town, Village, or other well-known Place should also be stated.	Precise Nature of Casualty.	Whether occasioning a Total Loss, or only Partial Loss.	If a Partial Loss, state whether the Cargo has been or is to be discharged in consequence of the Casualty.
Date of.	Cause of.				
1863: 24 Nov.	Stress of Weather.	Holyhead Roads - - - -	Damage to ship -	Partial - -	Partial.

"St. Catherine," of Cork.

Examination on Oath instituted by the Receiver of Wreck at the Port of *Holyhead.*

1. *Jeremiah Creamer* being duly sworn, deposes as follows; namely—

2. That he is master of the ship "St. Catherine," of the port of Cork, of the register tonnage of 107 tons, her official number being 11,365.

3. That the said ship is owned by Mr. Harley, residing at Cork, in the county of Cork.

4. That the said ship is rigged as a schooner; that she was built of wood at Jersey, in the year 1857.

5. That the crew consist of five hands, besides deponent; that the deponent's certificate is a certificate of competency, and is numbered 14,668.

6. That said ship had on board a cargo of powder shipped by the Ballincollin Company, of Cork, and consigned to the Magazine Company of Liverpool.

7. That said ship had on board, in addition to the cargo aforesaid, no passengers.

8. That said ship proceeded from Cork on her intended voyage as named below, on the 1st day of December last past, at 3.0 p.m.; the tide at the time being flood, the weather fine, and the wind blowing a fresh breeze from the W.N.W.

9. That at the time of sailing as above the said ship was in good repair, well found, and fully manned.

10. That the said ship was bound for Liverpool in Lancashire.

11. That the said ship proceeded on her said intended voyage as above stated until 7.30 a.m. on the 3d December, when abreast of Skerries, wind N.W., blowing a hurricane, and not being able to bear any canvas, was compelled to run for Holyhead.

12. That on Thursday the 3d day of December, at 9.30 a.m.; the tide at the time being ebb, the weather squally, and the wind in the N.W. blowing a hurricane, the said ship being inside of the Holyhead New Harbour Breakwater when both anchors were let go with 90 fathoms of chain on each anchor; but they would not hold her, and she drove rapidly towards the east side of the bay. That the vessel was making a quantity of water. That, in order to save life and property, he slipped both anchors. That about noon the vessel came foul of the barque "Elizabeth," damaging her stern. That her crew went on board the barque, but finding that she was sinking, all but one man, Roger M'Carthy, returned to their own vessel. That soon afterwards the vessel struck on the beach at Penial, where she now remains full of water.

15. That the loss on the said ship is estimated by the master at 1,000 *l.* sterling, and on the said cargo at (unknown) pounds sterling, and that the ship was insured in the sum of 600 *l.* sterling, and the cargo in (unknown) pounds sterling.

16. That in consequence of the casualty to the said ship one life was lost by drowning, the remainder, five in all, being saved. That Roger M'Carthy went on board the barque "Elizabeth," and remained there, and that in attempting to land from her he was drowned.

17. That the above contents are in all respects correct and true to the best of deponent's knowledge and belief.

(signed) *Jeremiah Creamer*, Deponent.

Sworn at Holyhead, this 9th day of December 1863, before me,
(signed) *E. B. Cunnah*, Receiver of Wreck.

Additional Particulars filled in by the Receiver.

Casualty.		Exact Spot where Casualty happened, and Name of County in or nearest to which Situate. The Bearings and Distance of the nearest Town, Village, or other well-known Place should also be stated.	Precise Nature of Casualty.	Whether occasioning a Total Loss, or only Partial Loss.	If a Partial Loss, state whether the Cargo has been or is to be discharged in consequence of the Casualty.
Date of.	Cause of.				
1863: 3 Dec.	Hurricane -	Penial; east side of Holyhead Bay	Dragged from anchors, and went on the beach.	Partial - -	Yes.

"Helen Campbell," of Weymouth, N.S.

Examination on Oath instituted by the Receiver of Wreck at the Port of *Holyhead*.

1. *William O'Brien*, being duly sworn, deposes as follows; namely:—

2. That he is master of the ship "Helen Campbell," of the port of Weymouth, N.S., of the register tonnage of 275 tons.

3. That the said ship is owned by Mr. C. Campbell, residing at Weymouth, in the province of Nova Scotia.

4. That the said ship is rigged as a barque; that she was built of wood at Weymouth, N.S., in the year 1860, and that she was classed in Lloyd's List as A 1, three years.

5. That the crew consist of nine hands, besides deponent; that the deponent's certificate is a certificate of competency.

6. That said ship was in ballast.

7. That said ship had on board, in addition to the cargo aforesaid, no passengers.

8. That said ship proceeded from Dundalk on her intended voyage, as named below, on the 2d day of December last past, at 1 p.m., the tide at the time being high water, the weather fine, and the wind blowing a moderate breeze from the N. W.

9. That at the time of sailing as above, the said ship was in good repair, well found, and fully manned.

10. That the said ship was bound for Swansea, in Wales.

11. That the said ship proceeded on her said intended voyage as above stated.

12. That on Thursday the 3d day of December at 7 a.m., the tide at the time being half ebb, the weather squally, and the wind in the N. W., blowing a hurricane, the said ship entering Holyhead Bay under close-reefed fore-topsail only, all the rest having been blown away, the main yard and sails attached were carried away. In running down before the gale into the harbour the wheel-chains gave way, and, being unable to repair them, let go both anchors when nearly abreast of the lightship; then cut away the foremast; one chain at once parted; it had 45 fathoms of chain on; and the vessel was driven on the rocks near Trevadog, on the east side of Holyhead Bay. With great difficulty succeeded in getting a line on shore; and, assisted by people on shore, succeeded in landing himself and crew, all being completely exhausted.

15. That the loss on the said ship is estimated by the master at 3,000 *l.* sterling, and on the said cargo at (nil) pounds sterling; and that the ship was insured in the sum of unknown (pounds) sterling, and the cargo in (unknown) pounds sterling.

16. That in consequence of the casualty to the said ship no lives were lost, all being saved by a hawser.

17. That the above contents are in all respects correct and true, to the best of deponent's knowledge and belief.

(signed) *Wm. O'Brien*, Deponent.

Sworn at Holyhead this 5th day of December 1863, before me,
(signed) *E. B. Cunnah*, Receiver of Wreck.

Additional Particulars filled in by the Receiver.

Casualty.		Exact Spot where Casualty happened, and Name of County in or nearest to which Situate. The Bearings and Distance of the nearest Town, Village, or other well-known Place should also be stated.	Precise Nature of Casualty.	Whether occasioning a Total Loss, or only Partial Loss.	If a Partial Loss, state whether the Cargo has been or is to be discharged in consequence of the Casualty.
Date of.	Cause of.				
1863: 3 Dec.	Hurricane -	Trevadog; east side of Holyhead Bay	Stranded - -	Total.	—

"Confiance," of Liverpool.

Examination on Oath instituted by the Receiver of Wreck at the port of *Holyhead.*

1. *William Wright,* being duly sworn, deposes as follows; namely:—

2. That he is master of the ship "Confiance," of the port of Liverpool, of the register tonnage of 849 tons, her official number being 33,183.

3. That the said ship is owned by C. H. Wright, residing at Whitby, in the county of York.

4. That the said ship is rigged as a barque; that she was built of wood at Quebec in the year 1851; and that she is not classed in Lloyd's List.

5. That the crew consist of 21 hands, besides deponent; that the deponent's certificate is a certificate of competency, and is numbered 7,933.

6. That said ship had on board a cargo of timber, shipped by Dobell and Co., of Quebec, and consigned to James Bland and Co., of Liverpool.

7. That said ship had on board, in addition to the cargo aforesaid, no passengers.

8. That said ship proceeded from Quebec on her intended voyage as named below, on the 5th day of November last past, at 10 a.m.; the tide at the time being first-quarter flood, the weather rainy, and the wind blowing a light breeze from the E.

9. That at the time of sailing as above the said ship was in good repair, well found, and fully manned.

10. That the said ship was bound for Liverpool, in Lancashire.

11. That the said ship proceeded on her said intended voyage as above stated without anything occurring until 4 a.m. on the 3rd of December—South Stack Light bearing E. by N., distant about eight miles—when the wind suddenly shifted from S.W. to N.W.; close-reefed sails. Immediately afterwards it blew a perfect hurricane, carrying away all sails, except two close-reefed top-sails. Being unable to weather the Skerries, was compelled to bear up for Holyhead, to save life and property.

12. That on Thursday, the 3rd day of December, at 9 a.m., the tide at the time being low water, the weather squally, and the wind in the N.W., blowing a hurricane, the said ship, coming round the lightship at the entrance of Holyhead Harbour, let go starboard anchor, but came in contact with the brig "Westbourne." Got clear of her in about two minutes, and let go port anchor with 75 fathoms of chain, and 95 fathoms on the starboard anchor. They did not hold the vessel, and she drove on shore at Penrhos Point, where she now remains full of water. While the vessel was driving, the port cable broke close to the hawse pipe. The fore-top-mast, main-topgallant-mast, jibboom, rudder, and every moveable thing off the decks were washed away.

13. That at 4 a.m. on the 4th of December the Holyhead lifeboat came alongside, and took himself and crew off.

14. That immediate steps will be taken to lighten the vessel, so as to get her off.

15. That the loss on the said ship is estimated by the master at (unknown) pounds sterling, and on the said cargo at (unknown) pounds sterling; and that the ship was insured in the sum of (unknown) pounds sterling, and the cargo in (unknown) pounds sterling.

16. That in consequence of the casualty to the said ship no lives were lost.

17. That the above contents are in all respects correct and true, to the best of deponent's knowledge and belief.

(signed) *William Wright,* Deponent.

Sworn at Holyhead this 7th day of December, 1863, before me,
(signed) *E. B. Cunnah,* Receiver of Wreck.

Additional Particulars filled in by the Receiver.

Casualty.		Exact Spot where Casualty happened, and Name of County in or nearest to which Situate. The Bearings and Distance of the nearest Town, Village, or other well-known Place should also be stated.	Precise Nature of Casualty.	Whether occasioning a Total Loss, or only Partial Loss.	If a Partial Loss, state whether the Cargo has been or is to be discharged in consequence of the Casualty.
Date of.	Cause of.				
1863: 3 Dec.	Hurricane -	Penrhos Reef, Holyhead Bay -	Stranded - -	Unknown yet -	Yes.

"Harmony," of Drogheda.

Examination on Oath instituted by the Receiver of Wreck at the Port of *Drogheda*.

1. *Joseph Ball*, being duly sworn, deposes as follows, namely :—

2. That he is master of the ship "Harmony," of the Port of Drogheda, of the register tonnage of 68 tons, her official number being 16,828.

3. That the said ship was owned by Mr. John Rowland, residing at Drogheda, in the county of the town of Drogheda.

4. That the said ship was rigged as a brigantine; that she was built of wood, ——— ——— and that she was not classed in Lloyd's.

5. That the crew consist of four hands, besides deponent; that the deponent has no certificate.

6. That the said ship had on board a cargo of coal, ship's account.

7. That the said ship had on board, in addition to the cargo aforesaid, no passengers.

8. That the said ship proceeded from Ayr on her intended voyage, as named below, on the 29th day of November last past, at one p. m., the tide at the time being four hours' flood, the weather fine, and the wind blowing a fresh breeze from the S. S. E.

9. That at the time of sailing, as above, the said ship was in good repair.

10. That the said ship was bound for Drogheda, in Ireland.

11. That the said ship proceeded on her said intended voyage, as above stated; put into the Lough of Belfast upon Monday the 30th November, wind blowing from the S.W. at half a gale; remained there until Wednesday the 2d of December, at two p. m., when left for Drogheda, wind at W.N.W., steady breeze; made Clogher Head, Drogheda, at daylight; distance five miles S.E. a sudden gale came on, blew us off the land, and shaped a course for Holyhead.

12. That on Thursday the 3d day of December, at 6 p. m., the tide at the time being two hours' ebb, the weather clear, and the wind in the N.W. blowing a gale, the said ship being in the Harbour of Holyhead, let go one of the bower anchors; did not hold; ran upon the Eastern Jetty. The crew, with the exception of one boy, leaped out upon the jetty to save their lives. The vessel drove upon the Penrhos Rocks; the boy was taken off about three o'clock a. m., upon the 4th December, by the police. The ship soon after went to pieces.

13. That the crew of the "Leinster" mail-boat took four of the crew off the jetty. The boy was saved by the police, as above stated.

15. That the loss on the said ship is estimated by deponent at 200 *l.* sterling, and on the said cargo at 40 *l.* sterling, and that the ship and cargo were not insured.

16. That in consequence of the disaster of the said ship no lives were lost by the loss of the ship; the remainder, five in all being saved as above stated.

17. That the above contents are in all respects correct and true to the best of deponent's knowledge and belief.

(signed) *Joseph Ball*, Deponent.

Sworn at Drogheda this 11th day of January 1864, before me,
(signed) *Patrick Boylan*, Receiver of Wreck.

Additional Particulars filled in by the Receiver.

Casualty.		Exact Spot where Casualty happened, and Name of County in or nearest to which Situate. The Bearings and Distance of the nearest Town, Village, or other well-known Place should also be stated.	Precise Nature of Casualty.	Whether occasioning a Total Loss, or only Partial Loss.	If a Partial Loss, state whether the Cargo has been or is to be Discharged in consequence of the Casualty.
Date of.	Cause of.				
1864: 3 Dec.	Stress of Weather.	Penrhos Reef, Holyhead Harbour -	Anchor not holding.	Total Loss.	—

"Scottish Lass," Belfast.

Examination on Oath instituted by the Receiver of Wreck at the Port of *Holyhead*.

1. *Thomas Ferguson*, being duly sworn, deposes as follows, namely:—

2. That he is master of the ship "Scottish Lass," of the Port of Belfast, of the register tonnage of 125 tons, her official number being 4,309.

3. That the said ship is owned by the master, residing at Bangor, in the county of Down.

4. That the said ship is rigged as a brigantine; that she was built of wood at Prince Edward's Island.

5. That the crew consist of five hands, besides deponent; that the deponent has no certificate.

6. That the said ship had on board a cargo of coals, shipped by parties unknown, and consigned to parties unknown.

7. That the said ship had on board, in addition to the cargo aforesaid, no passengers.

8. That the said ship proceeded from Liverpool on her intended voyage, as named below, on the 1st day of November last past, at 12 noon, the tide at the time being highwater, the weather fine, and the wind blowing a light breeze from the W.S.W.

9. That at the time of sailing as above the said ship was in good repair, well found, and fully manned.

10. That the said ship was bound for Dublin, in Ireland.

11. That the said ship proceeded on her said intended voyage as above stated, and, in consequence of contrary winds, put into Ramsey Bay, where she remained seven days; afterwards put into Belfast Lough, and remained there about 18 days; sailed from Belfast Lough on 2d December, at 8 a.m., wind N.W., moderate breeze; that on the morning of the 3d December, in consequence of the very severe weather, he made for Holyhead.

12. That on Thursday the 3d day of December, at 10 a.m., the tide at the time being two hours' flood, the weather squally, and the wind in the N.W. blowing a hurricane, the said ship being inside of the "Holyhead New Harbour Breakwater," when the port anchor was let go with 50 fathoms of chain, and immediately afterwards the starboard anchor with 60 fathoms of chain, but they would not hold the vessel, and she drove rapidly until she struck on a bank opposite Peniel, on the east side of Holyhead Bay; that the foretopmast went overboard; that the vessel was soon covered with water, and himself and four of the crew got into the rigging, where they remained until taken off by a shore boat; that one of the vessel's crew (name unknown) died from exposure to the severity of the weather soon after the vessel struck.

13. That about 9 p.m. a boat from the shore came off to the vessel, and took them all safely off the rigging.

15. That the loss on the said ship is estimated by the master at 700 *l.* sterling, and on the said cargo at 150 *l.* sterling, and that the ship was insured in the sum of (unknown) pounds sterling, and the cargo in (unknown) pounds sterling.

16. That in consequence of the casualty to the said ship, one life was lost by exposure to the cold; the remainder, five in all, being saved by a shore boat.

17. That the above contents are in all respects correct and true to the best of deponent's knowledge and belief.

(signed) *Thomas Ferguson*, Deponent.

Sworn at Holyhead this 8th day of December 1863, before me,
(signed) *E. B. Cunnah*, Receiver of Wreck.

Additional Particulars filled in by the Receiver.

Casualty.		Exact Spot where Casualty happened, and Name of County in or nearest to which Situate. The Bearings and Distance of the nearest Town, Village, or other well-known Place should also be stated.	Precise Nature of Casualty.	Whether occasioning a Total Loss, or only Partial Loss.	If a Partial Loss, state whether the Cargo has been or is to be Discharged in consequence of the Casualty.
Date of.	Cause of.				
1863: 3 Dec.	Hurricane	Peniel, east of Holyhead Bay	Dragged from anchors and struck on bank.	Yet unknown	Yes.

"Abbots Reading," of Liverpool.

Examination on Oath instituted by the Receiver of Wreck at the Port of Liverpool.

1. *Charles Lima*, being duly sworn, deposes as follows, namely:—

2. That he is master of the ship "Abbots Reading," of the Port of Liverpool, of the register tonnage of 421 tons, her official number being 1,500.

3. That the said ship is owned by Messrs. Kendall Brothers, residing at Liverpool, in the county of Lancaster.

4. That the said ship is rigged as a barque; that she was built of wood, at Liverpool, in the year 1854; and that she is classed in Lloyd's List as A 1 8 years.

5. That the crew consist of 16 hands, besides deponent; that the deponent's certificate is a certificate of competency, and is numbered 11,064.

6. That the said ship had on board a cargo of coal, salt, &c., shipped by various parties of Liverpool, and consigned to Williamson Balfour, of Valparaiso.

7. That the said ship had on board, in addition to the cargo aforesaid, no passengers.

8. That the said ship proceeded from Liverpool on her intended voyage, as named below, on the 13th day of November last past, at 11 a.m.; the tide at the time being highwater, the weather cloudy, and the wind blowing a fresh breeze from the S.W.

9. That at the time of sailing as above the said ship was in good condition, and well found in stores.

10. That the said ship was bound for Valparaiso, in South America.

11. That the said ship proceeded on her said intended voyage, as above stated, and experienced very heavy weather in the channel; went into Belfast Lough on the 21st November, and sailed on 2d December – all well.

12. That on Wednesday the 2d day of December, at midnight, the tide at the time being , the weather stormy, and the wind in the W.N.W., blowing heavy squalls, the said ship under close-reefed topsails, head reaching. 3d. Dec., 2 a.m., wind hauled to N.W. and blew a hurricane, clewed up topsails, being split, and run under bare poles. 10 a.m., hove ship to under mizen-staysail; sounded pumps frequently; found ship to be making water; and fearing, from the heavy sea running, that the ship would founder, squared away again, and run for Holyhead. Got into the harbour, and in luffing up to get ship into berth, ran foul of an Italian barque, carried away the mizenmast and all attached; maintop-gallant mast; backstays, shrouds, stanchions, port side; let go both anchors. 8½ p.m., vessel riding heavily, parted starboard chain, and drifted to leeward. 10 p.m., a schooner, name unknown, ran into starboard quarter, carried away stanchions, and doing other damage.

13. That no salvage services were rendered.

14. That the steamtug "Fury" was engaged to tow the vessel into the Inner Harbour for safety; the vessel grounding, heeled over, and appeared to strain, making water.

15. That the loss on the said ship is estimated by deponent at 400 *l.*, and on the said cargo at nil; and that the ship was insured in the sum of (unknown) pounds sterling, and the cargo in unknown pounds sterling.

16. That in consequence of the casualty to the said ship no lives were lost.

17. That the above contents are in all respects correct and true to the best of deponent's knowledge and belief.

(signed) *Chas. C. Lima*, Deponent.

Sworn at Liverpool this 10th day of December 1863, before me,
(signed) *S. Price Edwards*, Receiver of Wreck.

Additional Particulars filled in by the Receiver.

Casualty.		Exact Spot where Casualty happened, and Name of County in or nearest to which Situate. The Bearings and Distance of the nearest Town, Village, or other well-known Place should also be stated.	Precise Nature of Casualty.	Whether occasioning a Total Loss, or only Partial Loss.	If a Partial Loss state whether the Cargo has been or is to be Discharged in consequence of the Casualty.
Date of.	Cause of.				
1863: 3 Dec.	Stress of weather	Holyhead Harbour - - -	Damage to ship and spars.	Partial - -	Discharged.

HOLYHEAD HARBOUR (VESSELS WRECKED, &c.)

RETURN of the Number of Vessels Wrecked or Driven on Shore in or adjoining to the Holyhead Harbour of Refuge in the Gale of 3d December 1863; stating the Names of those which were Lost or Damaged after Drifting from their Anchorage; the Names of those the Masts of which were cut away to save them from Going on the Rocks, &c.; and, Copy of the Depositions made before the Collector of Customs by the Survivors, in accordance with Section 432 of the Merchant Shipping Act of 1854.

(*Colonel Dunne.*)

Ordered, by The House of Commons, *to be Printed,*
4 *March* 1864.

Under 4 *oz.*

HOLYHEAD HARBOUR.

RETURN to an Order of the Honourable The House of Commons, dated 3 March 1864;—*for*,

RETURNS "of the Number of VESSELS that were at ANCHOR in the NEW HARBOUR and the ROADSTEAD of HOLYHEAD, on the Morning of the 3d day of December 1863, specifying the Numbers in each:"

"Of the Number of VESSELS that ARRIVED during the Day:"

"Of the names of all VESSELS LOST or DAMAGED in each of these Localities during the STORM of the 3d day of December, with the Cause of Loss in each case:"

"Of the Distance at which the LIGHT SHIP is anchored from the extreme end of the BREAKWATER, with the additional Distance at which she was riding on the 3d day of December, from the Length of Chain Cable veered out:"

"Of the Quarter from which the WIND blew, and the Force of the WIND during the STORM:"

"Of the Number of VESSELS that have taken SHELTER in the HARBOUR and ROADSTEAD of HOLYHEAD, for the Years 1861, 1862, and 1863:"

"And, of the Number of VESSELS LOST or DISABLED in the HARBOUR, or in attempting to gain Shelter, for the Years 1861, 1862, and 1863, specifying the Number in both cases."

Board of Trade,
March 1864.

JAMES BOOTH.

(*Mr. Stanley.*)

Ordered, by The House of Commons, *to be Printed*,
18 *March* 1864.

NUMBER of Vessels that were at Anchor in the New Harbour and the Roadstead of Holyhead, on the morning of the 3d day of December 1863, specifying the Numbers in each.

In the Harbour - - - - - -	162 Vessels.
In the Roadstead - - - - - -	57 Vessels.

NUMBER of Vessels that arrived during the day.

24 Vessels (in addition to the above).

NAMES of all Vessels Lost or Damaged in each of these Localities during the Storm of the 3d day of December, with the cause of Loss in each case.

Vessels Lost or Damaged after Drifting from their Anchorages.		Vessels the Masts of which were Cut to save them from going Ashore.	Vessels Lost or Damaged in trying to gain an Anchorage.
Industrie - - Damaged.	Anchored in the Roadstead.	Mary and Martha, Cut away masts and held on.	Helen Campbell, Lost.
Elizabeth - - Lost.		Regina Maria, Cut away masts and held on.	St. Catherine, Damaged.
Westbourne - - Lost.		Margaret, Cut away masts and held on.	Confiance, Lost.
Esperance - - Lost.		Ernst the Second, Cut away foremast and held on.	Harmony, Lost.
Pearl - - - Lost.	In the Harbour.		Scottish Lass, Damaged.
Climax - - - Damaged.			Abbotts Reading, Lost mizen mast by collision and held on.
Rifleman - - Damaged.			
Hibernia - - Damaged.	Arrived during the gale on the 3d Dec., and anchored, but afterwards slipped or parted.		
Aerial - - - Damaged.			
Elizabeth Morrow - Damaged.			
R. T. K. - - Damaged.			
Diamond - Damaged.			
Palermo - - Damaged.			

DISTANCE at which the Light Ship is Anchored from the extreme end of the Breakwater, with the Additional Distance at which she was Riding on the 3d day of December, from the length of Chain Cable veered out:—

THE light ship's anchor is 80 fathoms from the extremity of the breakwater deposit, and she had 108 fathoms of chain veered on the 3d December. Her distance from the end of the breakwater would therefore be something less than a quarter of a mile.

QUARTER from which the Wind blew, and the Force of the Wind during the Storm:

ON the 3d December 1863, the wind blew from the north-west with a force (by Harris' anemometer), exceeding 11 of Beaufort.

NUMBER of Vessels that have taken Shelter in the Harbour and Roadstead of *Holyhead*, for the Years 1861, 1862, and 1863:—

THE number of vessels which have taken shelter in the Harbour and Roadstead of Holyhead is—

In 1861 - - - - - - - -	3,518 vessels.
„ 1862 - - - - - - - -	3,598 „
„ 1863 - - - - - - - -	3,813 „

NUMBER of Vessels Lost or Disabled in the Harbour, or in attempting to gain Shelter, for the Years 1861, 1862, and 1863; specifying the Number in both Cases:—

THE number of vessels lost or disabled in the Harbour, or in attempting to gain shelter, is—

For the year 1861 -	2 lost; 8 disabled (7 of them by collision).
For the year 1862 - - - - -	1 lost; 1 disabled.
For the year 1863 - - - - -	none lost; 4 disabled.*

* Exclusive of the vessels lost and disabled during the gale of December 3d, a return of which is on this paper.

HOLYHEAD HARBOUR.

RETURNS of the Number of VESSELS that were at ANCHOR in the NEW HARBOUR and ROADSTEAD of HOLYHEAD on the Morning of the 3d December 1863; of the Number of VESSELS that ARRIVED during the Day; of the Names of all VESSELS LOST or DAMAGED in each of these Localities during the STORM of 3d December, with the Cause of Loss in each Case; &c.

(*Mr. Stanley.*)

Ordered, by The House of Commons, *to be Printed,*
18 *March* 1864.

152.

Under 1 *oz.*

(PROVISIONAL ORDERS.)

Session 1864.

REPORT by the Board of Trade of their Proceedings under the General Pier and Harbour Act, 1861.

By the 19th section of the General Pier and Harbour Act, 1861, the Board of Trade is required, in the month of February in each year, to lay before both Houses of Parliament, if Parliament be then sitting, a general report of their proceedings under the Act. The Report has been unavoidably delayed in consequence of the difficulties in settling the various Orders.

The steps to be taken by promoters for obtaining Provisional Orders are specified in the Acts themselves; but with regard to objectors, the Board of Trade have made the following regulations, and have, in the case of all notices given of intention to apply for a Provisional Order during the present Session, required the promoters to publish a notice directing attention to the same:—

"1. Any objections to the Provisional Order which it is intended to urge on "the Board of Trade must be sent into that office before the 1st February. A "copy of such objections must also be sent at the same time to the promoters; "and in forwarding the objections to the Board of Trade, the objectors, or their "agents, should state that this has been done.

"2. The Board of Trade will entertain and consider objections founded on "alleged injury to public interests, or alleged violation of admitted principles, "*e. g.*, that the proposed work will injure 'a public harbour,' or 'that tolls are "to be imposed on ships which will derive no benefit from them,' and they will "not proceed with any Provisional Order to which valid objections of this de-"scription are shown to exist. Objections arising out of competition, or out of "opposition between local interests, they will only attempt to settle, provided "the parties are willing to abide by their decision. When the parties cannot "come to terms, the Board of Trade will not order a local inquiry, or attempt "to anticipate the decision of Parliamentary Committees."

The following is a statement of the applications for Provisional Orders now under the consideration of the Board of Trade, and of the steps which have been taken with respect to them:—

1. Ardglass (County Down).

Messrs. G. Lyle, J. R. Davidson, J. W. L. Smith, and others, are the promoters, and apply for a Provisional Order for the incorporation of a Company by the name of the "Ardglass Harbour Company," with powers to construct an iron or stone pier, with all proper works, tramroads, approaches and other conveniences connected therewith, for the embarking and landing of passengers, goods and merchandise; and to improve the existing harbour by dredging and otherwise, and to erect and maintain a new lighthouse or beacon.

It is proposed to abolish the existing Ardglass Harbour Commission, and to provide for the cession of all their powers to a new body, to be incorporated as the "Ardglass Pier and Harbour Company."

Power is also sought to levy rates, to borrow on mortgage or bond, such money as may be required for the purposes of the proposed works, and to repeal all existing Acts relating to Ardglass Harbour.

The estimated cost is 20,000 *l.*

There has been no objection to this application, and it is proposed to proceed with it.

2. Bray (County Wicklow).

The "Bray Pier and Harbour Company" (incorporated by the "Bray Pier and Harbour Order, 1863,") apply for authority to construct (in addition to the pier and harbour authorised by the above order) an iron pier or jetty, with all proper works, approaches, landing-places, and other conveniences connected therewith, for the recreation of the inhabitants and visitors of the town of Bray, and for embarking and landing passengers and goods.

The pier or jetty is to commence at a point between the Railway Station at Bray and Bray Head, and to run out a distance of about 300 yards, north-easterly, in a straight line beyond low-water mark.

The Company propose to take powers to purchase or take on lease the land necessary for their purposes, to levy tolls for the use of the projected pier, and to take the same rates in respect of the new works as are specified in the "Bray Pier and Harbour Order, 1863."

The estimated cost is 3,000 *l.*

There has been no objection to this application, and it is proposed to proceed with it.

3. Brighton (West Pier).

The promoters of this undertaking, who are a Limited Company, under the name of "The Brighton West Pier Company (Limited)," seek for powers to construct a promenade, pier, and landing-place, with proper works and approaches.

The pier is to be on iron piles, commencing at a point on the esplanade, opposite Regency-square, and running out a distance of 1,150 feet seaward, in a southerly direction.

The Company propose to take powers to obtain certain lands by agreement, and to levy rates on passengers and goods, and also to contract with persons for the use of the pier.

The estimated cost is 22,000 *l.*

There has been no objection to this application, and it is proposed to proceed with it.

4. Carlingford Lough.

The promoters have applied for a Provisional Order for the following objects:—

1. To incorporate "The Harbour of Carlingford Lough Improvement Commissioners," who are to be appointed—

Two by the Board of Trade, if they think fit;
Two by the Newry Navigation Company;
Two by the Newry and Greenore Railway Company;
Two by the Dundalk and Greenore Railway Company; and
Four persons to be named in the Provisional Order, whose places are to be filled up by the Commissioners themselves.

2. The dredging of the mouth of Carlingford Lough, and buoying or beaconing certain rocks in the channel.

The

The dredging at the entrance of Carlingford Lough consists of a new cut or channel across the Bar, which is proposed to be done in two successive portions :—

1. The bar is to be deepened by dredging, or otherwise, over an extent of 2,211 feet in length, 396 feet in width, at the bottom of the cut, and 14 feet in depth at the time of low water of spring tides.

2. The depth of the said cut is to be increased to 21 feet, its width to 528 feet at the bottom, and its length to 3,168 feet.

3. To levy certain rates on every vessel entering or leaving Carlingford Lough without loading or discharging cargo, and certain larger rates on every vessel loading or discharging cargo, provided she draws more than eight feet of water, and enters or leaves Carlingford Lough from half ebb to half flood.

4. To borrow 80,000 *l.* on mortgage.

5. To purchase and extinguish certain anchorage rights at present vested in Lord Clermont.

The estimated cost is 80,000 *l.*

Several objections have been made in this case by—

1. The Dundalk Steam Navigation Company;
2. The Newry Navigation Company;
3. The Newry and Greenore Railway Company;
4. The Newry Town Council;
5. Merchants, Shipowners, and Electors of Newry;

The principal objections appear to be, that the scheme will not prove to be efficient for the purposes contemplated, viz. the improvement of Carlingford Lough, as proposed by the Harbour of Refuge Commission, and that the existing trade to Newry will be heavily taxed without deriving any corresponding benefit from the works.

The proposed Works are of great public importance, and the Board of Trade have, therefore, not felt justified in withholding this scheme from the consideration of Parliament. They have inserted clauses in the Provisional Order, with the view of meeting the objections, so far as upon the information in their possession appeared practicable.

5. Clevedon (Bristol Channel).

The promoters seek to be incorporated under the name of "The Clevedon Pier Company," with power to construct a pier near Rock House Point, extending seaward in a west-north-westerly direction, and with powers to levy rates, and also to borrow, under certain conditions, such sums as they may require.

The estimated cost is 20,000 *l.*

There has been no opposition to this application, and it is proposed to proceed with it.

6. Eastbourne.

The Eastbourne Pier Company (Limited) have applied for a Provisional Order for powers to construct a pier from the esplanade opposite Devonshire-place, extending seaward 1,000 feet, and to levy rates.

The estimated cost is 12,000 *l.*

There has been no opposition to this application, and it is proposed to proceed with it.

7. Exe Bight and South Devon.

Application is made on the part of the Earl of Devon and his successors, who are to be the undertakers, for powers to construct a pier from a point

near the South Devon Railway on the Eastern shore of the Estuary of the Exe, running into the Bight of the Exe, and branching in a south-easterly and north-westerly direction; to fix and maintain buoys, and remove mud or sand-banks; to levy rates, to borrow 15,000 *l.*, and to transfer with consent of the Board of Trade to the South Devon Railway Company, or others, the works, rates and powers vested in the promoters by the Order.

The estimated cost is 15,000 *l.*

This application has been opposed by the corporation of Exeter, the Exe Conservancy Commission, and the Trinity Pilots of the Exe, on the ground that the pier will injure the navigation of the Exe.

These objections appear to the Board of Trade to have considerable force, and they have, therefore, inserted a provision that the pier shall only be constructed in such situation and of such dimensions as the Board of Trade may approve. They have taken this course in preference to fixing the site by the Order, as an embankment has yet to be made from which the pier will start, and this embankment may have some effect in altering the channels. It is proposed to proceed with the Provisional Order as thus amended.

8. Filey (Yorkshire).

The promoters seek to be incorporated under the name of "The Filey Fishery Harbour Company," with power to construct a harbour, quay, and breakwater with all necessary works below low-water mark at Filey, and to levy rates and borrow 50,000 *l.*

The estimated cost is 100,000 *l.*

The object is to provide a harbour for the numerous fishing vessels on this coast. It does not interfere with the future construction of a large harbour of refuge at Filey, should such a work be undertaken. There has been no objection to this application, and it is proposed to proceed with the Provisional Order.

9. Greenock.

The Greenock Harbour Trustees have applied for a Provisional Order to enable them to extend the Albert Harbour, now in course of construction, to levy rates and to borrow 40,000 *l.* on the credit of their existing harbour rates.

The estimated cost is 40,000 *l.*

This application is opposed by the merchants and shipowners of Glasgow, on the ground that the Greenock Trustees levy as part of their harbour rates a tax in the nature of a passing toll on ships bound to Glasgow, which discharge their cargoes at the tail of the bank in the Clyde opposite Greenock, and that the proceeds of this tax are applied to the harbours of Greenock, from which these ships derive no benefit.

The dispute is one of some standing, and has been the subject of repeated applications both to the Board of Trade and also (since the dues are collected through the instrumentality of the Collector of Customs) to the Treasury. It has appeared to both departments that the present application affords a good opportunity of settling this dispute, and of placing the Greenock Harbour Dues on an equitable footing, so that ships which derive no benefit from those harbours shall not pay towards them. At the same time, it is thought right that the dues in question, which have now been received for many years, should not be abruptly taken away. A clause has consequently been introduced into the Provisional Order, enabling those who pay the dues to compound for them by a sum equal to the aggregate dues for the last five years, and in default of such composition limiting the continuance of the dues in question to a period of five years from 1st January 1864. It is proposed to proceed with the Order as thus amended.

10. Holywood (County Down).

The "Holywood Pier Company (Limited)" have applied for a Provisional Order for power to construct a pier at Holywood on iron piles, commencing on the shore of Belfast Lough, extending north-westward for a distance of 1,253 yards, and terminating at the navigation channel, together with a coal quay commencing from the same point as the pier, extending north-westward along the east side of the pier for a distance of 356 yards, and terminating on the shore of Belfast Lough.

They also seek power to levy rates and to borrow 7,800*l.* on mortgage or bond.

The estimated cost is 7,800*l.*

There has been no opposition to this application, and it is proposed to proceed with it.

11. Kircubbin (County Down).

The owner (Mr. Ward) has applied for a Provisional Order to enable him to repair the existing quay or pier, to clean and deepen the existing harbour, to levy rates, and to act as a pilotage authority.

The estimated cost is 100*l.*

This application was opposed by Mr. M'Elvey, a maker of bricks in the neighbourhood, on the ground that the rates were too high. The rates have been modified, and it is proposed to proceed with the Order.

12. Lundy Island.

The "Lundy Island Floating Breakwater Company (Limited)" have applied for a Provisional Order for power to construct an iron or wood floating breakwater, not exceeding 1,760 yards in length, to be moored within the roadstead on the eastern side of the Island of Lundy, in the Bristol Channel.

They also seek power to shorten the breakwater from time to time as may appear expedient, to employ lighters and tugs, and to levy rates.

The estimated cost is 100,000*l.*

There has been no opposition to this application.

But there is no experience that such a breakwater will stand; and it appears to the Board of Trade that the experiment ought not to be tried in a form in which, if it fails, it might do very serious damage. Supposing the Breakwater to be constructed in the situation proposed, it would probably be much resorted to; and if the moorings should give way in a gale, the consequent damage to ships which had taken shelter within the breakwater might be of enormous extent. The Board of Trade have therefore declined to proceed with the Order.

13. Lytham.

The "Lytham Pier Company (Limited)" have applied for a Provisional Order to enable them to construct a pier on iron piles, commencing from the esplanade opposite Dicconson-terrace, and running seaward a distance of 900 feet; they also seek power to levy rates.

The estimated cost is 6,000*l.*

An objection has been made to this application by the Ribble Navigation Company, on the ground that if the pier is extended beyond the distance of 900 feet it will injure the navigation. The Provisional Order is so framed as to obviate this objection; and it is proposed to proceed with it.

14. Oban.

The Trustees of the late Marquess of Breadalbane have applied for a Provisional Order to enable them to construct a breastwork and sea-wall commencing on the eastern side of the existing pier, extending 280 yards in a northerly direction from the said pier, and terminating near the seaward extremity of the existing breastwork in front of Columbia Terrace. They also seek powers to levy rates, and to borrow 2,500*l.*, and to act as a pilotage authority.

The estimated cost is 2,500 *l.*

No objection was made to this application till the 12th March, when a strong remonstrance was made against the proposal to levy rates by the magistrates and inhabitants of Oban. The notices were duly published according to the Act, but the objectors state that they never saw them. The Board of Trade have put themselves in communication with both parties, with the object of settling the difference, if possible, before the scheme is submitted to Parliament.

15. Rhyl.

"The Rhyl Promenade Pier Company (Limited)" have applied for a Provisional Order to enable them to construct a pier, commencing below the East Parade, and extending seaward 1,056 yards in a north-easterly direction, with a covered entrance thereto, available as a public room. They also seek powers to levy rates, and to borrow such a sum as may be required for the purpose of the proposed works.

The estimated cost is 13,000 *l.*

There has been no opposition to this application, and it is proposed to proceed with it.

16. Sandown (Isle of Wight).

The promoters seek to be incorporated as the "Sandown Pier Company," and apply for a Provisional Order accordingly, with power to construct a pier and approaches at Sandown, in the Isle of Wight, running out into the sea in a south-easterly direction, and terminating 1,500 feet, or thereabout, from high-water mark.

They also seek for powers to levy rates, and to borrow money.

The estimated cost is 15,000 *l.*

There is no opposition to the application, and it is proposed to proceed with it.

17. Scarborough.

The "Scarborough Marine Promenade and Jetty Company (Limited)" have applied for a Provisional Order to enable them to construct a pier on iron piles, commencing from a certain plot of land belonging to the "Scarborough Cliff Hotel Company (Limited)," and extending 470 yards, with powers to levy rates.

The estimated cost is 18,000 *l.*

This application is opposed by the Pier and Harbour Commissioners, the Mayor and Town Council, and by certain inhabitants and shipowners, of Scarborough, on the ground that the pier will interfere with the navigation into and out of Scarborough Harbour.

Strong objections are also made on the ground that the pier will interfere with the bathing, and that it is not desired by the inhabitants of Scarborough. The latter objections it appears to be beyond the province of the Board of Trade to consider, but the former objections appear to them to have considerable force, and as they do not see how these objections can be removed without so shortening the pier as to render it useless or nearly useless, so far as the landing of goods or passengers is concerned. Under these circumstances they do not propose to proceed with the Order.

18. Torquay.

Sir Lawrence Palk, on behalf of himself and other persons from time to time entitled to the land to which the Provisional Order relates, has applied for powers to construct a quay, pier, or breakwater commencing near a point called "Lands' End," and extending seaward 700 feet, and to extend the present breakwater at Beacon-hill to the outer Millstone Rock, thus forming a new harbour; also to fill up a portion of the existing tidal basin, and to construct a new quay.

Powers are also sought to enable the promoters to act as a pilotage authority, to levy rates, and to borrow 55,000 *l.* on mortgage or bond.

The estimated cost is 51,000 *l.*

There are objections to this application, on the ground that the works will interfere with the bathing, with the health and convenience of the inhabitants and visitors, and with certain conveniences hitherto enjoyed by fishing-boats and other vessels, and that the rates will be burdensome to Torquay vessels. Certain alterations have been made in the plans, and also in the incidence of the rates, to which, it is believed, all parties have assented; and, thus amended, it is proposed to proceed with the Provisional Order.

19. Walton-on-the-Naze.

The promoters seek for incorporation under the name of "The Walton-on-the-Naze Pier Company," with powers to construct a pier commencing near the Clifton Hotel, and running in an easterly direction into the sea, and terminating 350 yards from high-water mark.

They also seek powers to levy rates, and to borrow such sums as they may require, and to dredge within the limits named in the Order.

The estimated cost is 10,000 *l.*

There has been no opposition to this application, and it is proposed to proceed with it.

20. Walton (Suffolk).

The promoters seek for incorporation under the name of "The Walton (Suffolk) Pier Company," with power to construct a pier between the existing pier and the Martello Tower Battery, to extend from high-water mark to about 55 yards below low-water mark. They also seek powers to levy rates, and to borrow such sums as may be required.

The estimated cost is 1,800 *l.*

There has been no opposition to this application, and it is proposed to proceed with it.

21. Wexford.

The Wexford Harbour Commissioners have applied for a Provisional Order to enable them to embank a portion of the sandbank called "The Doggerbank," near Wexford Harbour, to stop up a channel leading across the said Doggerbank, and to deepen and improve the north-eastern and northern sea channels leading to the entrance of the harbour.

They also seek powers to levy rates and to borrow 20,000 *l.*

The estimated cost is 20,000 *l.*

There has been no opposition to this application, and it is proposed to proceed with it.

T. H. Farrer.

Board of Trade, Whitehall,
29 February 1864.

PIERS AND HARBOURS.

(PROVISIONAL ORDERS.)

SESSION 1864.

REPORT of the BOARD of TRADE of their PROCEEDINGS under the GENERAL PIER and HARBOUR ACT, 1861.

(Presented pursuant to Act of Parliament.)

Ordered, by The House of Commons, *to be Printed,*
18 *March* 1864.

154.

Under 1 *oz.*

PORTPATRICK HARBOUR.

RETURN to an Order of the Honourable The House of Commons, dated 6 June 1864;—*for*,

A RETURN "of the Number of LABOURERS employed in the WORKS at PORTPATRICK HARBOUR, in each Month, from the 1st day of May 1863 to the 30th day of April 1864, specifying the Nature of the Work done in each Month."

Board of Trade, 21 June 1864. JAMES BOOTH.

RETURN of the Number of Labourers employed in the Works at Portpatrick Harbour, in each Month, from the 1st day of May 1863 to the 30th day of April 1864, specifying the Nature of the Work done in each Month.

Year.	Month.	Greatest Number of Labourers employed.	Fewest Number of Labourers employed.	Nature of Work at which the Labourers were employed.
1863	May -	82	75	May.—Boring, blasting, and excavating rock under water at entrance to Basin, by diving-bells and other apparatus; raising Ashlar stone from under water, near North Pier, for building walls of New Basin.
„	June -	122	84	June.—Same as previous month, with the addition of excavating the rock dry from the inside of the entrance wall, and its removal partly by steam-power.
„	July -	124	122	July.—The operations almost entirely confined to the excavation of the entrance rock, which is being cut perpendicularly down, paring it as thin as can be made with safety to the men, and removing the rock as before; on the 24th day of the month the water admitted into the Basin.
„	August -	139	122	August.—All the rock at the entrance is now under water, and the work of its removal by the divers is being carried on. Dredging operations have been commenced. A large proportion of the men are employed in attending the dredging-machine, principally employed in discharging the material dredged from lighters.
„	September	138	129	September.—Operations the same as those of August. Owing to bad weather there is great difficulty in discharging the sand excavated by the dredge. It cannot be taken to sea, and has, in consequence, to be discharged from the lighters by cranes and other means, the men working during part of the night.
„	October -	139	132	October.—Excavating rock under water, at entrance to Basin, and dredging channel.
„	November	138	132	November.—Same as previous month.
„	December	124	115	December.—Same as before; the dredge is now returned to Ayr, terminating this mode of excavation.
1864	January -	127	116	January.—Workmen employed in diving operations—removing rock from entrance to Basin.
„	February	128	113	February.—Excavation of rock at entrance. Erecting diving-bell staging over the rock in the channel now commenced to be bored.
„	March -	132	120	March.—As in February.
„	April -	137	129	April.—The various operations comprise boring, blasting, and removing rock under water; building Ashlar piers on the east and west side of Basin entrance; erecting further diving-bell staging.

16 June 1864. (signed) *James Abernethy*, Engineer in Chief.

PORTPATRICK HARBOUR.

RETURN of the Number of Labourers Employed in the Works at Portpatrick Harbour in each Month, from 1 May 1863 to 30 April 1864, specifying the Nature of the Work done in each Month.

(*Mr. Torrens.*)

Ordered, by The House of Commons, *to be Printed,*
23 *June* 1864.

685

RAMSGATE HARBOUR.

STATEMENT of the RECEIPTS and PAYMENTS made by the BOARD of TRADE, for the Year ending 31st December 1863; together with an ACCOUNT of the Receipt and Issue of STORES; and also, RECEIPTS and PAYMENTS on Account of the BENEFIT FUND.

(*PRESENTED PURSUANT TO ACT* 24 *&* 25 *VICT. c.* 47, *s.* 33.)

Ordered, by The House of Commons, *to be Printed,*
2 *May* 1864.

ROYAL HARBOUR OF RAMSGATE. - - - - - -

STATEMENT of the Receipts and Payments of the

RECEIPTS.			Stock.			Cash.		
			£.	s.	d.	£.	s.	d.
For Balance in hand on 1st January 1863 - - - - - - - -			75,500	–	–	2,430	17	5
Income from Harbour Dues:								
On Tonnage of Ships, Wharfage, Towing, Rent of Warehouses, Dry Dock, Slipway, &c. - - - - - - - - - - - -			-	-	-	6,537	1	–
Income from Rent of Houses, less Income Tax - - - - - -			-	-	-	1,487	11	11
	£.	s.	d.					
One Year's Dividend on 56,000 *l.* Three per Cent. Consols	1,624	–	–					
Interest on 19,500 *l.* Exchequer Bills - - - -	483	12	8					
				-	-	-	2,107	12	8
Proceeds of Sale of Premises and Furniture at Austin Friars - - -				-	-	-	782	17	–
		£.		75,500	–	–	13,346	–	–

STATEMENT of the Receipt and Issue of Stores for the use

RECEIPTS.	Cash.		
	£.	s.	d.
To Balance remaining in Store on 1st January 1863 - - - - - - - - -	1,247	18	6
To Amount of Cost of Articles received into Store in the year 1863 - - - - - - -	2,502	1	2
£.	3,749	19	8

ROYAL HARBOUR OF RAMSGATE BENEFIT FUND. - - - -

STATEMENT of the Receipts and Payments of the

RECEIPTS.	Securities.			Cash.		
	£.	s.	d.	£.	s.	d.
For Balance in hand on 1st January 1863 - - - - - - - -	9,004	5	5	—		
For Dividends on Railway Shares - - - - - - - - - -	-	-	-	99	1	1
For Interest on New Three per Cent. Annuities - - - - - - -	-	-	-	191	18	11
For Proceeds of Sale of 1,500 *l.* New Three per Cent. Annuities - - -	-	-	-	1,368	12	6
£.	9,004	5	5	1,659	12	6

Board of Trade,
27 April 1864.

- - - - - - ROYAL HARBOUR OF RAMSGATE.

BOARD of TRADE, for the Year ending 31st December 1863.

PAYMENTS.				Stock.			Cash.		
				£.	s.	d.	£.	s.	d.
Cost of Maintenance:									
For Materials, Stores, and Tradesmen's Bills - - - - - -				-	-	-	2,620	11	7
For Wages to Boatmen, Crews of Steam Tug and Dredger, Policemen, Artizans and Labourers - - - - - - - - - - -				-	-	-	5,926	-	10
For Salaries and Allowances to Harbour Masters, Engineer, Superintendent of Works, and Collector of Dues - - - - - - -				-	-	-	2,318	14	8
For Gas, Water, Stationery, Office Expenses, and Incidentals - -				-	-	-	451	6	2
Superannuation Allowances:	£.	s.	d.						
For One Year to Miss Strivens, late Housekeeper - -	45	11	8						
For One Year to Mr. Shadwell, late Secretary - - -	371	10	4						
For Half a Year to Mr. Turnbull, late Engineer - -	141	6	6						
				-	-	-	558	8	6
							11,875	1	9
Balance in hand on 31st December 1863 - - - - - - - -				75,500	-	-	1,470	18	3
			£.	75,500	-	-	13,346	-	-

of the HARBOUR, for the Year ending 31st December 1863.

ISSUES.				Cash.		
				£.	s.	d.
By Amount of Stores issued in 1863 - - - - - - - - - - - -				2,255	15	5
By Balance remaining in Store, 31st December 1863 - - - - - - - - -				1,494	4	3
			£.	3,749	19	8

- - - - ROYAL HARBOUR OF RAMSGATE BENEFIT FUND.

BOARD of TRADE, for the Year ending 31st December 1863.

PAYMENTS.				Securities.			Cash.		
				£.	s.	d.	£.	s.	d.
For Balance due to Ramsgate Harbour Fund, 1st January 1863 - - -				-	-	-	821	12	2
For Pensions granted by the late Trustees, and paid during the year 1863 -				-	-	-	536	2	8
For New Three per Cent. Annuities, as per contra - - - - -				1,500	-	-	—		
				1,500	-	-	1,357	14	10
Balance in hand on 31st December 1863 - - - - - - - -				7,504	5	5	301	17	8
			£.	9,004	5	5	1,659	12	6

H. R. Williams,
Accountant.

RAMSGATE HARBOUR.

STATEMENT of the Receipts and Payments made by the Board of Trade for the Year ending 31st December 1863; together with an Account of the Receipt and Issue of Stores; and also, Receipts and Payments on Account of the Benefit Fund.

(Presented pursuant to Act 24 & 25 Vict. c. 47, s. 33.)

Ordered, by The House of Commons, *to be Printed,*
2 *May* 1864.

258.

Under 1 *oz.*

WICK HARBOUR.

RETURN to an Order of the Honourable The House of Commons, dated 27 July 1863;—*for*,

COPY "of CORRESPONDENCE which has recently passed between the Board of Trade and the Parties representing the Interests of *Wick*, on the subject of a HARBOUR at that Place."

Board of Trade, 8 March 1864.

T. H. FARRER.

G. Loch, Esq., to the Right Honourable *T. Milner Gibson*, M. P.

Sir, 12, Albemarle-street, 1 August 1861.

ON behalf of the British Fishery Society, I beg to submit the following statement:—

You are aware that the Society was incorporated, in the year 1786, not for the ordinary purpose of making profit on its capital stock, but with a view to aiding and promoting the industry of the seacoast population in the remoter parts of Scotland. In pursuit of this object they, amongst other things, constructed a harbour in the Bay of Wick, and thus laid the foundation of the most extensive fishery for herrings which exists in the United Kingdom. The multitude of boats and men which are annually collected, and the large trade, both in shipping and goods, which has been the necessary consequence, have far outgrown the resources of the existing harbour, either as a means of affording accommodation to commerce, or refuge for the security of human life. These considerations have for many years occupied the anxious attention of the British Fishery Society; and they have had before them various plans for extending the harbour, which were in turn put aside, either as being insufficient, or as involving expenditure beyond the Society's means. At length, in 1857, they obtained from Parliament powers to construct an additional harbour, certainly falling short of what the exigencies of the case demanded, but, at the same time, prepared on a plan as extensive as the finances of the Society would admit of. The Act of Parliament, however, requires the previous sanction of the Admiralty before the works be undertaken; and it has been intimated by the officers of that Board that they cannot give their approval to the scheme, inasmuch as, in their view, it would interfere with the best anchorage found in the Bay. The Society are the less disappointed by the exercise of this veto, in that they feel it to be fairly open to question whether a harbour such as that which the Act would authorise them to make would afford a sure refuge to boats running in from sea in a heavy easterly gale.

Under the circumstances stated above, the British Fishery Society have no hope of accomplishing what is so much needed, unless they can obtain a loan of public money under the provisions of the Harbours Act; for the scheme which the Admiralty and the Harbour Commission have each in turn recommended, extends to an enclosure of the whole area of the Bay of Wick, at an estimated cost of 250,000 *l.*

The British Fishery Society have quite resolved that they will not involve themselves in so vast an undertaking, unless they can in the first instance see

their way to its accomplishment; and they have the less hesitation in applying to Government for such pecuniary assistance as may be necessary for that purpose, inasmuch as the views on which the Admiralty and the Harbour Commission proceeded, in recommending this great work, have admittedly been in great part suggested by the public and national objects which in their belief it would subserve—objects on behalf of which, it is submitted, the Society are not called on to make any special exertion. They are, however, quite willing to become the instruments for carrying out the work, if they can obtain sufficient pecuniary aid; and for that purpose I have, on behalf of the Society, to submit the following propositions.

The harbour income now raised by the Society is kept as low as is consistent with the due maintenance of the harbour and works: it may be stated at about 2,000 *l.* per annum, of which about 1,500 *l.* goes in necessary outlay. The rates and dues on all articles are very low—on many there are no charges whatever. It has been estimated that by increasing the dues where they are lower than in neighbouring harbours, and by including (on a similar principle) those which are now exempt, an increased revenue may be obtained from the existing amount of trade equal to 6,500 *l.* a year; and if to the existing trade there shall be such an addition as may be hoped for from the improved facilities of a safe harbour, it is estimated there would be a further improvement of revenue to the extent of 2,100 *l.* Supposing these expectations to be realized (and they are founded on calculations emanating from the Chamber of Commerce at Wick), the whole income would stand as follows:—

Present income - - - - - -	£. 2,000
Increase from larger dues - - - - -	6,500
Further increase from larger trade - - -	2,130
	£. 10,630

Such is the revenue that would be offered by the British Fishery Society as security for an advance of money. It would be necessary for them to apply to Parliament for power to levy the dues of which it would consist, but there would be no opposition to such a Bill; on the contrary, it would be earnestly supported by the Wick people.

I enclose three Tables, containing the details of the foregoing estimate:

No. 1. In the 1st column appear the items composing the present revenues, and in Columns 2 and 3 the addition to be expected from higher dues.

No. 2 gives the probable increase of income from larger trade.

No. 3. In the first column are the present charges; in the second column the proposed dues; the other three columns show the charges made on similar articles in other three harbours.

We have now to consider the question of capital required for the execution of the work recommended by the Admiralty and Royal Commission.

The work is estimated to cost 250,000 *l.*; towards this the British Fishery Society have always declared their willingness to make a gift to the extent of 25,000 *l.*, and they now renew that offer through me. This would leave a sum of 225,000 *l.* to be borrowed from the Exchequer Loan Commissioners. Looking to the provisions with reference to interest contained in Section 3, I will suppose this money to be advanced on the following terms, viz.:—

	£.
£. 100,000 at £. 3 5 per cent. - - - - -	3,250
125,000 at „ 3 10 „ - - - - -	4,375
	£. 7,625

secured by a gross revenue of 10,630 *l.*, subject to a first-charge of 2,000 *l.* a year for maintenance and management. It may be remarked that before the whole

whole sum had been expended, the capital would have undergone some liquidation, through the annual payments; it is also to be borne in mind that the 25,000 *l.* to be given by the Society would furnish means for the first year's expenditure, and that the work would not advance, in all probability, more rapidly than at the rate of 20,000 *l.* or 25,000 *l.* per annum.

I may add, that as the Society do not seek any direct pecuniary benefit from the revenues to be derived from the construction of this work, they would be quite willing to devote a larger percentage to the gradual liquidation of the advance, if the income to be derived from the harbour shall exceed the calculations now submitted.

I have, &c.

The Right Honourable
T. Milner Gibson.

(signed) *George Loch.*

(8301.)

T. H. Farrer, Esq., to *G. Loch*, Esq.

Office of Committee of Privy Council for Trade,
Marine Department,
Whitehall, 13 August 1861.

Sir,

I AM directed by the Lords of the Committee of Privy Council for Trade to acquaint you, that they have carefully considered the papers left by the deputation, which had an interview with Mr. Milner Gibson, on 1st instant, on the subject of Wick Harbour. *Herewith returned.*

The principal question raised by the deputation was whether the Public Works Loan Commissioners would be justified in promising the advance of public money for the construction of a harbour at Wick on the security of tolls to be hereafter sanctioned by Parliament. This question is one for the consideration of the Commissioners rather than of this Board; but on examining the estimates which you left at this office, it appears to my Lords that it is premature, and would be useless now to raise it.

According to the above-mentioned estimates, the revenue of the harbour would be 10,630 *l.* The charge for maintenance would be 2,000 *l.*, leaving 8,630 *l.* for payment of interest and principal. The interest on the advance of 225,000 *l.* would be 7,625 *l.*, leaving only 1,005 *l.* for repayment of instalments of principal, whereas the annual instalment of two per cent. on 225,000 *l.* would amount to 4,500 *l.*

It is clear that this is not a security which the Public Works Loan Commissioners would be justified in accepting. And my Lords think that it would be better, before making any official communication to them, that the parties interested should have an opportunity of reconsidering the case.

The Tables enclosed in your letters are returned.

I am, &c.

Geo. Loch, Esq.,
12, Albemarle-street.

(signed) *T. H. Farrer.*

(8301.)

T. H. Farrer, Esq., to *G. Loch*, Esq.

Sir,

26 August 1861.

REFERRING to the letter from the Department of the 13th instant, on the subject of the application by the British Fishery Society for an advance, under "The Harbours and Passing Tolls, &c., Act, 1861," for the construction of a harbour at Wick, I am directed by the Lords of the Committee of Privy Council for Trade to enclose six copies of Questions, which have been prepared for the purpose of enabling *Six copies.*

enabling the Board of Trade to judge of the absolute and comparative claims of the several bodies and persons who have applied for loans under the above-mentioned Act; and I am to request that the British Fishery Society will have the goodness to furnish the Board of Trade with such information, in the shape of Answers to the enclosed Questions, as they may be able to give and as may be applicable to the case.

I am, &c.

Geo. Loch, Esq.,
12, Albemarle-street.

(signed) *T. H. Farrer.*

(Enclosure.)

BOARD OF TRADE.

Harbours and Passing Tolls, &c. Act, 1861 (24 & 25 Vict. c. 47).

QUESTIONS to be answered by Harbour Authorities applying for Loans under the above Act.

1. What sum is required by way of loan from the Public Works Loan Commissioners, by what instalments, and at what times?

2. How is it proposed to repay the loan? State the times and amounts at and by which it is proposed that the instalments of principal and the interest shall be paid, distinguishing in each case the amount to be repaid as principal and the amount to be paid as interest.

3. Give a plan of the harbour, showing its present condition, and the proposed works or alterations. The depth of water should be carefully given, both as it now is, and also (if a change is expected in consequence of the new works) as it is expected to be.

4. State the object of the proposed works—viz., whether for the purposes of trade, of fisheries, or of refuge and shelter, or all or any and which of such objects: if of trade, state whether in goods or passengers, or both; whether in imports or exports, or in both.

5. State the size and class of vessels which now use the harbour, and which after the execution of the new works are expected to use it, giving carefully their draught of water. Is any dry-dock accommodation now given, or is any such accommodation proposed? If so, what is the depth of water at the entrance of the dry-dock?

6. Give a description of the body or persons by whom the harbour is managed, the mode in which they are elected or constituted, and the names, descriptions, and addresses of the present members.

7. By what engineer are the proposed works designed, and under whose management and superintendence are they to be executed? Send copies of any report or reports made by the engineer who has designed the works, or by any other competent person, on the proposed works, with the plans or drawings and specifications.

8. Is the consent of the Admiralty or of any other department necessary? If so, has it been obtained? If obtained, send a copy or copies of the documents in which it is given. If not obtained, state why not.

9. When is it expected that the proposed works will be completed?

10. Are the works to be executed by means of the proposed loan complete in themselves, or parts of other works? If the latter, what will be the effect, having regard to the objects mentioned in Questions 4 and 5, of the parts so to be completed, and of the other works respectively?

11. Give a detailed estimate of the cost of the proposed works, stating the time or times within which it is expected to complete the whole or any separate portion or portions.

12. Has any contract been entered into for the whole or any portion of the proposed works? If so, state the particulars: With whom; for what works; for what amount; and with what security for performance by the contractor. If not, can it be shown that any such contract can be made with a responsible contractor at a cost not exceeding the estimate?

13. Has any and what money been raised for the purposes of the proposed works? If raised by borrowing, how was the same raised; under what authority; on what security; when and how to be repaid; and at what rate of interest?

14. If the proposed works form any portions of other works, state whether any and what portions have been executed; if so, what was the estimate for them, and what has been the actual cost?

15. Give

15. Give a statement of the trade and business of the harbour for the last 10 years; showing for each year the number and tonnage of ships entered and cleared; number and tonnage of ships seeking refuge; number and tonnage of fishing-vessels using the harbour; and the nature and quantity of the exports and imports.

16. Of what does the security to be given for the proposed loan and interest consist—viz., whether of harbour revenues alone, or of any other and what items?

17. Give a statement of the revenues of the harbour which it is proposed to charge with the cost of the proposed works, giving for each of the last 10 years the following particulars:—

(*a*). Gross income, distinguishing the several sources—*e. g.*, whether from taxes on ships, or on goods or passengers carried in ships; whether on imports or exports; whether on vessels taking refuge; on fishing-vessels, &c., and giving in each case the description of rate, as well as the aggregate amount.

(*b.*) Gross expenditure, distinguishing charges for management and maintenance, for repairs, for new works, for payment of interest, for repayment of principal of debt, &c. &c.

(*c.*) All debts charged upon such revenues, stating the persons to whom due, the rate of interest, and the time for repayment of principal.

18. Is any and what harbour revenue derived from other sources than tolls on ships and on goods carried in ships? If so, state the nature and value of the property or securities from which the same is derived.

19. Are there any tolls on ships or on goods carried in ships levied in the harbour which are not applied to harbour purposes? If so, give the following particulars—viz., schedule or description of such tolls; amount for the last ten years; by whom received; under what title; and to what purposes applied.

20. Give an estimate of the probable future revenue of the harbour applicable to the repayment of the proposed loan. State, if any increase is expected, the sources of such increase, and the cause of increase—*e.g.*, increase in present trade, revised tariff, greater facilities, &c. &c. &c. This statement, and the grounds on which it is based, should be very fully and carefully given:—

21. If there are debts already charged on the revenue which is to be charged with the proposed loan, will the creditors or any of them consent to postpone their debts to such loan? State especially, having regard to 3 George 4, cap. 86, sect. 18, whether four-fifths in value of the creditors will consent to such postponement.

22. Will the persons constituting the harbour authority, or any of them, give security by bond for the due application to the projected works of the loan applied for? And if so, state their names, occupations and residences, and give evidence of their responsibility.

23. Send a copy of the Act or Acts, or other instrument, under which the harbour is held and managed; under which the proposed works are to be executed; under which the revenues are collected, and under which the proposed charge is to be made—referring to the clauses or provisions which relate to the above-mentioned subjects, and giving a complete schedule of the tolls now levied for the use of the harbour.

G. Traill, Esq., M.P., to *T. H. Farrer*, Esq, Board of Trade.

My dear Sir, Blackheath, 10 September 1861.

I THANK you for the letter* regarding Wick Harbour sent to me to Scotland, which I would have sooner acknowledged, but have been prevented by accidental circumstances. I will now reply as briefly as possible to the objections to the British Fishery Society's proposal contained in the official letter to Mr. Loch and in your private letter to me.

* Semi official.

The objection advanced in the official letter relates to the inadequacy of the surplus income which will arise from the new tariff for the repayment of the instalments of the loan of 225,000 *l.* This surplus is put at 1,005 *l.*; and the yearly instalment on 225,000 *l.*, at two per cent., would amount to 4,500 *l.*

In answer to this, I beg to call your attention to the fact that the surplus income applicable to the repayment of the loan, at the rate of two per cent. per annum, will be gradually increased every year by the amount of interest on the

annual instalments of 4,500 *l.* as they are successively paid off. The surplus fund will thus, year by year, become more adequate for the repayment of the principal. But supposing that this fund shall not appear to the Board to be an adequate security for the repayment of the early instalments, the loan might be restricted to half the amount (112,500 *l.*). This sum would be sufficient, with the British Fishery Society's contribution of 25,000 *l.*, to carry out the works on the south side of the Bay to the depth of seven fathoms' water (a depth which, in the opinion of all nautical authorities, is absolutely necessary), and would afford effectual accommodation and security for fishery purposes and the trade of the place.

As the 112,500 *l.* would only be required in annual instalments over five years, the interest during those years would be light, and enable the repayment of the instalments to be kept up, which might be still further provided for by keeping *in retentis* the British Fishery Society's 25,000 *l.* until it became necessary to use it for the work.

I have thus, I hope, satisfactorily replied to the objection in the official letter as to the adequacy of the new tariff to meet the demands upon it. I shall now proceed to notice the objections suggested in your private letter to myself.

The first is that the Loan Commissioners will insist on the payment of the annual instalment from the commencement. It has been thought that, as the Harbour Act evidently contemplates considerable liberality of action on the part of the Commissioners, it would not, under the circumstances, be unreasonable to ask that the repayment of the instalments should be postponed until the whole sum required has been advanced. But supposing this request is refused, I trust the explanation I have given of our means, will remove the objection referred to.

Your next remark is that it is assumed by us that the trade of the place will not even be temporarily reduced by the increase of dues.

To this I reply that a diminution of the trade in consequence of an increased rate of dues is next to impossible, as every vessel or boat which now resorts to the harbour must, notwithstanding the increased scale, continue to do so whilst Wick continues to be a fishing-station; that the traders of the locality have no alternative, there being no other harbour on the east coast of Caithness; that the proposed schedule of dues would still be lower than those of any other harbour on the northern coast of Scotland; and that all the persons locally interested in the harbour have already approved of the increased scale, and are most confident that the facilities arising from the proposed work will produce a very large saving annually to every class connected with the trade and fishery.

To what extent and how soon the increase of income may be expected to reach the full amount of which it is susceptible, must be a matter of opinion, founded on local knowledge; and in order to arrive at the most probable conclusion on that point, I have requested a communication to be made to me by the Chamber of Commerce at Wick (the only official body competent to express an opinion), stating the extent and probable rate of annual income to be derived from the new tariff and the accommodation to be afforded under it.

To show how the revenue of the present harbour has been steadily increasing, notwithstanding the multiform drawbacks, I may notice that in 1845 it was only about 800 *l.*, and it is now 2,100 *l.*

In reply to your observation regarding the expense of managing and maintaining the harbour—that this may be expected to be increased under the new arrangement, I have desired a note to be sent to me of the present cost of maintenance and management, exclusive of the expenses incidental to the landed property of the Fishery Society, and the several local burthens which are included in the 2,000 *l.*

When I have this information, I will transmit it to you. In the meantime, I may state that the Society have at present a very efficient staff at Wick, and that, so far as management is concerned, a very small additional expense will be sufficient for the purpose; and as there is no silting from seaward, this common cause of expenditure will not be found to exist.

I may

I may add also, as showing what occurs in harbours of a similar description in the Moray Firth, that at Lossiemouth, with a revenue of 2,600 *l.*, the charge is 250 *l.*; that Fraserburgh, which has more wall than the proposed breakwater at Wick, is maintained and managed for less than 300 *l.*; Peterhead, with 3,000 *l.*, at about 400 *l.*; and even Aberdeen, with a revenue of more than 30,000 *l.*, does not cost 2,000 *l.* a year.

Your last observation is that we should endeavour to restrict the extent of the work, so as to meet the objections which you think apply to our original plan. To this I may answer that your suggestion will be fully met by the proposition in the commencement of this letter—viz., to limit the work to the south branch of the harbour. Any further reduction than this would, as I have stated, be inconsistent with the security and accommodation essential to the fishery interests of the place.

I have now only to apologise for trespassing at such length on your time, and to thank you for your courtesy and very obliging attention to my former communications. Soliciting also a continuance of your valuable assistance to bring our undertaking to a favourable conclusion,

I remain, &c.

Henry Farrer, Esq. (signed) *George Traill.*

(10181.)

Sir *J. Emerson Tennent* to *G. Loch*, Esq.

Board of Trade, Whitehall, S. W.,
27 September 1861.

Sir,

Referring to the letter to you from this Board of the 26th ultimo, transmitting certain questions proposed by this Board in order to enable them fully to consider the application of the British Fishery Society for a loan under the "Harbours and Passing Tolls, &c. Act, 1861," towards the improvement of Wick Harbour, I am directed by the Lords of the Committee of Privy Council for Trade to acquaint you that my Lords will require further details of information on the following points, viz.:—

1. The estimated income of the harbour for each of the years to elapse before the Government loan is paid off.
2. The estimated expenditure for each of such years, showing separately—

a. Cost of maintenance.
b. Cost of repairs.
c. Repayments of instalments of principal—
  1. To existing creditors.
  2. To Public Works Loan Commissioners.

d. Payments of interest—
  1. To existing creditors.
  2. To Public Works Loan Commissioners.

The above questions are more important to the Public Works Loan Commissioners than to this Board; but as they are materially connected with the probable utility of the works proposed by the British Fishery Society for the improvement of Wick Bay, and as it is important to make the statement of facts in the first instance as complete as possible, my Lords have no hesitation in asking for these particulars.

I am, &c.

George Loch, Esq.,
12, Albemarle Street.

(signed) *J. Emerson Tennent.*

(10181.)

Sir *J. Emerson Tennent* to *G. Traill*, Esq., M.P.

Office of Committee of Privy Council for Trade,
Marine Department,
Whitehall, 27 September 1861.

Sir,

See queries at page 4.

I AM directed by the Lords of the Committee of Privy Council for Trade to acknowledge the receipt of your letter of the 10th instant, and I am to acquaint you that the questions (a copy of which I enclose) have been prepared for the purpose of enabling the Board of Trade to judge of the absolute and comparative claims of the several bodies and persons who have applied for loans under the "Harbours and Passing Tolls, &c. Act, 1861."

Six copies of these questions, with the exception of the additional queries in manuscript, were sent to Mr. Loch on the 26th ultimo.

When replies are received to the above questions, my Lords will proceed to consider the application of the British Fishery Society for assistance under the Act alluded to.

27 Sept. 1863, see page 7.

I enclose a copy of a letter which my Lords have this day addressed to Mr. Loch.

I am, &c.

G. Traill, Esq., M.P., Blackheath. (signed) *J. Emerson Tennent.*

P.S.—Should the British Fishery Society decide on amending their application by reducing the amount applied for, it would be desirable that the fresh application should accompany the answers to these questions.

The Secretary to the British Fishery Society to *T. H. Farrer*, Esq.

No. 12, Albemarle Street, S.W.,
16 February 1863.

Sir,

Answers to queries.

IN the name of the Directors of the British Fishery Society, I have the honour to request that you will be pleased to lay the accompanying plans and papers before the Lords of the Committee of Council for Trade, in support of their application for a loan to carry on important harbour-works in the Bay of Wick, as sanctioned by an Act of last Session of Parliament, and approved by the Admiralty.

I am instructed to call attention to the circumstance, that although no portion of the proposed loan will be required in the year 1863, it is necessary, before the British Fishery Society can commence the works by the outlay of their own funds, that the loan should be promised. I am also to observe that it is for many reasons, of importance that the works should be commenced soon, so as to take advantage of the most favourable period of the year for such works, and that therefore it will confer a great obligation on the Society, if the application can be considered without delay.

I am, &c.

T. H. Farrer, Esq., (signed) *MacLeod of MacLeod.*
Board of Trade.

(Enclosure.)

HARBOURS and PASSING TOLLS, &c. ACT, 1861.

Answers to Questions.

Answer 1.—£. 60,000; viz. - - - £. 20,000 in 1864.
30,000 in 1865.
10,000 in 1866.

£. 60,000

The above sum of 60,000 *l.* is the amount the Society is authorised to borrow under their special

special Act. A further advance may possibly be required hereafter under the powers of the General Acts 24 & 25 Vict. c. 47 and 25 & 26 Vict. c. 69.

Answer 2.—Payment of interest on the Loan to commence immediately.

Capital to be repaid beginning five years after the first advance, at the rate of 1,200 *l.* per annum.

Answer 3.—The plan of harbour, with full particulars of depth of water, is sent herewith.

Answer 4.—The proposed works are to afford shelter for the boats engaged in the northern herring and long-line fishings, and to encourage trade in imports and exports, by affording accommodation for steamers and sailing vessels.

Answer 5.—The vessels which now use the harbour are smacks, schooners and brigs, measuring from 20 to 150 tons register, and drawing from 7 to 12 feet of water.

After the completion of the proposed harbour it will be used by vessels engaged in the passing trade up to 800 tons register, and drawing 18 feet of water.

There is no dry-dock accommodation at present nor is any proposed to be given.

Answer 6.—The British Fishery Society, to which the harbour belongs, was incorporated in 1786, under the Act 26 Geo. 3, c. 106, by the name and style of "The British Society for extending the Fisheries and improving the Sea Coasts of the Kingdom."

Though a private undertaking the Society has always been considered more in the nature of a public trust, and for nearly 80 years has steadily pursued the objects set forth in the original Act of Incorporation.

The Directors are elected annually by the Members of the Society, and are seven in number.

The names and addresses of the present Directors are as follows:—

The Earl of Caithness, Governor, 17, Hill-street.
George Loch, Esq., Deputy Governor, 12, Albemarle-street.
George Traill, Esq., M.P., Blackheath.
The Duke of Sutherland, Stafford House.
Samuel Smith, Esq., 6, Whitehall.
Alexander Matheson, M.P., 38, South-street.
Sir Graham G. Montgomery, Bart., M.P., 54, Grosvenor-place.

Answer 7.—The works have been designed by Messrs. D. and T. Stevenson, who will also superintend their execution.

The report, plans, drawings and specification are sent herewith.

Answer 8.—The consent of the Admiralty has been obtained.

The following is a copy of letter:—

Sir, Admiralty, 1 December 1862.

I AM commanded by my Lords Commissioners of the Admiralty to acknowledge the receipt of your letter of the 20th November on the subject of the proposed works at Pulteney Harbour, under the British Fisheries Society's Act, 1862, in which you urge their Lordships to approve of the plans of the works, as a whole, but reserving for future consideration the precise position and contruction of the inner breakwater.

In reply I am directed to acquaint you that my Lords approve of the construction of the outer pier as proposed, and they will not object to the construction of the inner or east and west pier, provided it is delayed until the effect of the construction of the north and south or outer pier is ascertained, and provided that the form, position and openings of the east and west pier are left to be the subject of future decision and approval.

I am, &c.
(signed) *W. G. Romaine.*

Answer 9.—The outer breakwater will be completed in three years, and the other works in two years more.

Answer 10.—The works are complete in themselves.

Answer 11.—The outer breakwater is estimated to cost 80,000 *l.*, and is expected to be finished in three years.

The transverse work will cost 25,000 *l.*, and take two years more to complete.

Answer 12.—Several responsible and experienced contractors have offered for the entire works. The Directors propose to accept the tender of Mr. Hunter, amounting to about 105,000 *l.*, provided the loan now applied for is granted.

Answer 13.—The British Fishery Society have accumulated 40,000 *l.*, which they propose to employ in the construction of these works.

Answer 14.—The proposed works do not form portions of other works.

Answer 15.

Year.	Number of Vessels.	Tonnage.	Wind-bound Vessels.	Tonnage.	Boats and Fishing Vessels.	Tonnage.	Remarks.
1852	577	31,775	18	360	652	7,824	
1853	672	34,001	15	300	653	7,836	Imports:
1854	791	39,419	20	400	615	7,380	Salt, Staves, Hoops,
1855	665	35,841	22	440	607	7,284	Coal, &c. &c.
1856	674	36,290	17	340	671	7,832	———
1857	422	33,171	20	400	680	8,160	Exports:
1858	659	29,441	21	420	677	8,124	Herrings, Meal, Grain,
1859	552	25,224	18	360	686	8,232	Cattle, Pavement, &c.
1860	493	28,344	14	280	721	8,652	
1861	500	28,752	22	440	740	8,880	

Answer 16.—The security for the proposed loan consists of harbour revenues only.

Answer 17.

	Gross Income.				Gross Expenditure.		
Year.	Shipping.	Imports.	Exports.	Total.	Management and Maintenance.	Repairs and General Imports.	Total.
	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
1852	659 5 5	438 12 4	682 17 11	1,780 15 8	429 18 10	799 1 6	1,229 – 4
1853	619 10 6	451 11 7	862 13 9	1,933 15 10	553 10 –	537 18 10	1,091 8 10
1854	713 3 10	520 9 3	908 6 11	2,142 – –	1,028 3 –	638 8 5	1,666 11 5
1855	653 12 2	459 9 –	916 18 9	2,029 19 11	653 10 –	623 5 1	1,276 15 1
1856	700 1 5	600 13 9	792 16 8	2,093 11 2	492 14 –	626 15 5	1,119 9 5
1857	654 14 6	555 19 10	667 18 10	1,878 13 2	780 15 1	1,624 1 3	2,404 16 4
1858	641 5 10	554 10 11	728 7 7	1,924 4 4	726 19 4	567 9 8	1,294 9 –
1859	588 6 11	482 – 7	657 7 8	1,745 15 2	792 2 7	415 11 6	1,207 14 1
1860	649 14 5	515 19 2	804 11 6	1,970 5 1	811 19 10	714 3 2	1,526 3 –
1861	657 9 7	602 12 10	743 14 9	2,003 18 2	701 13 3	469 9 9	1,171 3 –

Note 1.—The dues at present chargeable are those in the first column of the Schedules A, B, and C, annexed to the Pulteney Harbour Act of 1857.

Note 2.—The Society has never charged interest on any moneys laid out by them on the harbour.

Answer 18.—There is no harbour revenue derived from any other sources than those stated.

Answer 19.—All tolls on ships and on goods carried in ships are carried to the Harbour Account.

Answer 20.

PULTENEY HARBOUR.

REVENUE RETURNS from present, and Estimate of proposed Tariffs, the latter on the Expenditure of 72,000 *l.* on the proposed Works.

	Existing Tariff, Average of Ten Years.			New Tariff.		
	£.	s.	d.	£.	s.	d.
Tonnage of vessels, 32,900 tons	443	1	5	717	4	7
Herrings exported by sailing vessels	472	7	5	1,889	9	8
Barrel bulk goods by steamers	168	7	6	336	15	–
Horses, cattle, and sheep	86	4	3	172	8	6
Oats and other grain by steamer	11	14	10	47	19	8
Meal and flour by steamer	49	9	6	220	13	–
Timber	65	19	5	131	18	10
Fish in barrels	6	–	5	12	–	10
Eggs, formerly included in steamers, barrel bulk goods	–	–	–	75	–	–
Salt	119	11	10	358	15	6
Coals	73	2	2	219	6	6
Lime	8	13	6	21	13	9
Meal and flour by sailing vessels exported	22	12	6	90	10	–
Grain ditto imported	12	7	1	49	8	4
Grain ditto exported	17	15	9	71	13	–
Meal ditto ditto imported	29	11	6	118	6	–
Billet wood, 1,934 loads by Custom-house return, at 1 *s.* 6 *d.*	–	–	–	145	1	–
Staves, 947 loads by Custom-house return, at 2 *s.*	–	–	–	94	14	–
18,716 bundles of hoops by Custom-house return, at 1 *d.*	–	–	–	77	19	8
60,000 empty herring barrels, at 1 *d.*	–	–	–	250	–	–
Herring fishing boats, say 620 at Pulteneytown	298	–	–	620	–	–
Herring fishing-boats, say 400 beyond harbours	–	–	–	400	–	–
Pavement	16	17	2	50	1	6
Slates and tiles	22	6	–	44	12	–
Cutch	–	–	–	35	–	–
Not enumerated	–	–	–	15	–	–
Passengers by steamers, say 8,000, at 6 *d.*	–	–	–	200	–	–
Tonnage, as steamers, say	–	–	–	300	–	–
Unenumerated articles	15	–	–	45	–	–
£.	1,939	2	3	6,810	11	4

Memorandum.—Last year's revenue was 2,003 *l.*; calculating by the average on the various articles producing that amount, the revenue would by the new tariff be about 200 *l.* more. It is also to be observed that a large quantity of goods specified in the existing schedule exported and imported by steamers are charged by barrel bulk, the result of which is that the present revenue is about 150 *l.* less than if these goods were charged according to the tariff. Under the new bill this would affect the revenue to the extent of 300 *l.* at least, bringing the estimated annual receipts to about 8,000 *l.*, even supposing there were no increase in the trade of the place on the erection of the projected works.

Years.	Sums to be expended by the Society.	Drawn from Public Works Loan Commissioners.	Estimated Gross Receipts from Harbour Dues.	Estimated Expenditure for Management, Maintenance, &c.	Net Annual Income available for Interest on Loan, &c.	Interest on Loan.	Repayment of Capital.	Total.	Surplus.
	£.	£.	£.	£.	£.		£.	£.	£.
1863	30,000	–	2,050	1,200	850	–	–	–	850
1864	10,000	20,000	2,200	1,400	800	–	–	–	800
1865	–	30,000	3,600	1,460	2,140	on £. 20,000 at 3½ = £. 650	–	650	1,490
1866	–	10,000	6,400	1,460	4,940	„ 50,000 „ 1,625	–	1,625	3,315
1867	–	–	6,800	1,460	5,340	„ 60,000 „ 1,950	–	1,950	3,390
1868	–	–	6,900	1,500	5,400	„ 60,000 „ 1,950	–	1,950	3,450
1869	–	–	7,000	1,560	5,440	„ 60,000 „ 1,950	1,250	3,150	2,290
1870	–	–	7,040	1,600	5,440	„ 58,800 „ 1,911	1,200	3,111	2,329

Answer 21.—There are no debts chargeable against the revenue of the harbour, the society having waived the repayment of a sum of 20,000 *l.*, which has been expended by the society above all returns ever made by the harbour, independent of all interest on such sum.

Answer 22.—The directors and secretary will be prepared to give security for the due application of the loan to the proposed works.

Answer 23.—A copy of the several Acts relating to Pulteney Harbour is sent herewith as follows:—(1.) 26 Geo. 3, c. 106, 1786; (2.) 54 Geo. 3, c. 191, 1814; (3.) 7 & 8 Vict. c. 52, 1844; (4.) 20 & 21 Vict. c. 93, 1857; (5.) 25 & 26 Vict. c. 180, 1862.

The tolls and rates now levied will be found in the 1st column of the schedules appended to the Act of 1857.

(2266.)

T. H. Farrer, Esq., to the Secretary to Public Works Loan Commissioners.

Office of Committee of Privy Council for Trade,
Marine Department,
Whitehall, 20 February 1863.

Sir,

I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to be laid before the Public Works Loan Commissioners the papers enumerated in the margin, relating to an application made by the Directors of the British Fishery Society, for the sanction of this Board to the borrowing by the Directors of the sum of 60,000 *l.*, under the Harbours and Passing Tolls, &c. Act, 1861, for the purpose of certain harbour works in the Bay of Wick.

(1.) Copy of letter from MacLeod of MacLeod, 16 Feb. 1863. *See* p. 8.
(2.) Copy of replies by applicants to Board of Trade Questions. *See* pp. 8, 9, 10, 11, and 12.
(3.) Copy of specification. (Enclosed.)
(4.) Copy of Board of Trade Abstract. (Enclosed.)
(5.) Five Acts of Parliament bearing on the subject.
(6.) Plans.

I am also to enclose the formal approval by their Lordships of the application in question.

(7.) Approval.

I am to add that, in their Lordships' opinion, the present application has more than usual claims to be favourably considered. In the first place the intrinsic importance of the proposed works to the fishing trade of the North was felt to be so great by the Commission on Harbours of Refuge, that they made it the ground for a special recommendation.

In the next place it should be remembered that in consequence of large expectations held out by the Committee and Commission on Harbours of Refuge, which have not been realised, the works contemplated by the parties themselves several years since, have been delayed until now.

I am, &c.
(signed) *T. H. Farrer.*

The Secretary Public Works Loan Commissioners, South Sea House, Threadneedle-street, E.C.

Enclosure (3).

PULTENEY HARBOUR.

GENERAL SPECIFICATION of Works proposed to be executed by the British Fishery Society in forming the New Harbour at Pulteneytown, in Wick Bay, by Messrs. D. & T. Stevenson, Civil Engineers, Edinburgh.

THE works proposed to be executed by the British Fishery Society under the Act passed in the Session 1861-62, for the erection of a new harbour at Pulteneytown, are shown on the accompanying plans and sections, marked Sheet No. 1, showing Bay of Wick, with site of proposed harbour. Sheet No. 2, showing enlarged plan, and Sheet No. 3, showing longitudinal and cross sections of the proposed works.

The following is a general specification of the extent and nature of these works:—

First. An outer pier or breakwater A B, commencing at a point about 500 yards seawards of the present pier, and extending in a north-easterly direction for a distance of about 500 yards into the Bay of Wick.

Second. A spur or jetty, C D, 110 feet in length, extending inwards from the said outer breakwater.

Third.

Third. A transverse breakwater E F, about 930 feet in length, commencing at a point 150 feet distant from the end of said spur or jetty, and extending to a point about 300 feet from the present pier, with which it is to be connected by a roadway of open pilework.

Fourth. A wall, G H, 700 feet, or thereby in length, running nearly parallel to the line of beach, and the necessary clearing of the beach in front, and filling up of the space behind it.

Fifth. A road extending from the landward end of the present south pier to the commencement of the proposed outer breakwater.

These different works are to be executed in accordance with the accompanying plans. But it is provided that the jetty C D and transverse breakwater E F are not to be formed till the effect of the said outer breakwater has been tested, so as to allow of the positions of the jetty and transverse pier C D and E F being modified as may be found advantageous.

The materials for these works are to be obtained from the adjoining property.

The base of the outer breakwater or pier A B is to consist of rubble stone, deposited from a staging, and brought up to the level of 12 feet below low water of spring tides, and the superstructure is to consist of walls of masonry, built of stones, set on edge, as shown in the cross section I J. The outer portion of the breakwater is to be constructed agreeably to the cross section K L; and the inner portion from the shore to the depth of 12 feet at low water agreeably to the section S T.

The jetty and transverse pier are also to be formed of masonry set on a base of rubble, as shown on the cross section of these works marked M, N, and O P respectively.

The wall G H will be formed in accordance with the section Q R.

The further details as to terms of contract payments, levels of works, working of quarries, and general stipulations for contractors, will be provided for in the contract documents.

Edinburgh, 8 August 1862. (signed) *D. & T. Stevenson.*

Enclosure (4).

Abstract.

Wick,—Pulteney Harbour.

Answer 1.—Amount required.—£. 60,000, in three instalments; viz.,

£. 20,000	in 1864.
30,000	„ 1865.
10,000	„ 1866.
£. 60,000	

Answer 2.—How to be repaid.—Payment of interest to begin at once; payment of capital, at the rate of 1,200 *l.* per annum, to begin five years after first advance, *i. e.* 1869.

Answer 16.—Security.—Harbour revenues only (all tolls are carried to Harbour Account XIX).

Answer 11.—Nature and Extent of Works, when to be Completed, and Cost.—The works are complete in themselves, and consist of an outer pier and inner breakwater.

The outer pier will be finished in three years, at	£. 80,000
The transverse work will be finished in five years, at	25,000
	£. 105,000

Answers 6 and 13.—(The Fishery Society, who own the harbour, have accumulated 40,000 *l.*, which they propose to employ in these works.)

Answer 21.—Existing Debts. None.—The Society have waived the repayment of 20,000 *l.* already expended.

Answer 17.—Present Revenue.—The average of the last 10 years is 1,939 *l.* per annum, and (except in 1857) the income has been considerably in excess of the expenditure.

Answer 20.—Estimated Revenue.—£. 6,810 (under new tariff) per annum on existing trade.

Answer 8.—Admiralty Consent has been given to the outer pier, but the inner breakwater must be delayed until the effect of the construction of the outer pier has been ascertained. But the maximum dues may be levied so soon as the outer pier is completed.

Enclosure (7).

WHEREAS, by the Harbours and Passing Tolls, &c., Act, 1861, it is provided, that the Public Works Loan Commissioners may, out of the funds for the time being at their disposal, or provided by Parliament for the purpose, advance to any harbour authority for the purpose of constructing, improving, maintaining, or lighting any public harbour, or for carrying into effect any other shipping purpose, such sum or sums of money as may be required, subject to certain regulations in the said Act contained; and whereas one of the said regulations is to the effect, that no harbour authority shall borrow any money from the said Commissioners under the said Act without the approval of the Board of Trade in writing, signed by one of their secretaries or assistant secretaries. And, whereas the British Fishery Society being a harbour authority within the meaning of the said Act, are desirous of borrowing from the said Commissioners the sum of 60,000 *l.* for the purposes in that behalf in the said Act mentioned, and have applied to the Board of Trade to give their approval of such borrowing:

Now this is to signify that the Board of Trade, having considered the said application, give their approval to the borrowing by the said harbour authority of a sum not exceeding 60,000 *l.* from the said Public Works Loan Commissioners for the purposes aforesaid.

(signed) *T. H. Farrer.*

Dated the 20th day of February 1863. Board of Trade.

(2266.)

T. H. Farrer, Esq. to the Secretary to the British Fishery Society.

Office of Committee of Privy Council for Trade,
Marine Department,
Whitehall, 20 February 1863.

Sir,

I AM directed by the Lords of the Committee of Privy Council for Trade to acknowledge the receipt of your letter of the 16th instant, and the plans and papers by which it was accompanied, relative to an application under "The Harbours and Passing Tolls Act, 1861," by the directors of the British Fishery Society for a loan to enable them to execute certain Harbour Works in the Bay of Wick.

In reply, I am to acquaint you for the information of the directors, that the application has, with the relative documents, been forwarded to the Public Works Loan Commissioners, together with a formal approval by their Lordships.

A copy of the approval is enclosed herewith.

I am, &c.
(signed) *T. H. Farrer.*

MacLeod of MacLeod,
12, Albermarle-street, S.W.

The Secretary to the British Fishery Society to *T. H. Farrer*, Esq.

9, Cambridge Square, Hyde Park,
4 June 1863.

Sir,

WITH reference to my letter of the 16th February last, making application on behalf of the British Fishery Society for a loan of 60,000 *l.* to enable the society to erect harbour works in the Bay of Wick I beg to state, for the information of the Lords of Committee of Council for Trade, that on consideration of the arrangements proposed to be entered into with the contractor, there appears every probability that the works will cost 120,000 *l.*, and that therefore a loan of 80,000 *l.* will be required to complete them.

It appears, therefore, advisable to provide fully for the contemplated outlay before it is commenced; and as there is sufficient security in the present and prospective harbour dues to provide for the additional sum required, I have the honour to request that you will be so good as to recommend as an amended proposition that the loan should be 80,000 *l.* instead of 60,000 *l.*

I am, &c.
(signed) *MacLeod of MacLeod,*
Secretary, British Fishery Society.

T. H. Farrer, Esq.,
Board of Trade.

T. H. Farrer, Esq., to the Secretary to the Public Works Loan Commissioners.

(6793.)

Office of Committee of Privy Council for Trade,
Marine Department,
Whitehall, 9 June 1863.

Sir,

Referring to this Board's letter to you of the 20th February last, forwarding an application of the Directors of the British Fishery Society for a loan under the Harbours and Passing Tolls, &c. Act, 1861, of 60,000 *l.*, for the construction of a pier and breakwater in the Bay of Wick, I am directed by the Lords of the Committee of Privy Council for Trade to transmit to you, to be laid before the Public Works Loan Commissioners, the accompanying copy of a letter from the Secretary of the British Fishery Society, applying for the loan of an additional sum of 20,000 *l.* for the purposes of the proposed works, the directors having reason to believe, upon further consideration, that the works will cost 120,000 *l.* instead of 105,000 *l.*, as originally estimated.

4 June 1863, see page 14.

I am to state that, having regard to the great importance in a national point of view of the proposed harbour of Wick, my Lords have no hesitation in recommending this application to the favourable consideration of the Commissioners, should it appear to them that the estimated future receipts from harbour dues, after deducting the cost of maintenance and repairs, as set forth in the paper already forwarded to you, will be sufficient to secure the payment of interest and capital of the additional sum of 20,000 *l.* now asked for from the Loan Commissioners, and I transmit herewith the formal approval by their Lordships of the application in question, which I am to request you to substitute for the approval previously sent.

I am, &c.
(signed) *T. H. Farrer.*

The Secretary,
Public Works Loan Commissioners,
South Sea House.

(Enclosure.)

Whereas, by the Harbours and Passing Tolls, &c. Act, 1861, it is provided that the Public Works Loan Commissioners may, out of the funds for the time being at their disposal, or provided by Parliament for the purpose, advance to any harbour authority, for the purpose of constructing, improving, maintaining or lighting any public harbour, or for carrying into effect any other shipping purpose, such sum or sums of money as may be required, subject to certain regulations in the said Act contained. And whereas one of the said regulations is to the effect that no harbour authority shall borrow any money from the said Commissioners under the said Act without the approval of the Board of Trade in writing, signed by one of their secretaries or assistant secretaries. And whereas the British Fishery Society, being a harbour authority within the meaning of the said Act, are desirous of borrowing from the said Commissioners the sum of 80,000 *l.* for the purposes in that behalf in the said Act mentioned, and have applied to the Board of Trade to give their approval to such borrowing:

Now, this is to signify that the Board of Trade, having considered the said application, give their approval to the borrowing by the said harbour authority of a sum not exceeding 80,000 *l.* from the said Public Works Loan Commissioners for the purposes aforesaid.

(signed) *T. H. Farrer.*

Dated the 9th day of June 1863.
Board of Trade, Whitehall.

(6793.)

T. H. Farrer, Esq., to the Secretary to the British Fishery Society.

Office of Committee of Privy Council for Trade,
Marine Department,
Whitehall, 9 June 1863.

Sir,

I am directed by the Lords of the Committee of Privy Council for Trade to acknowledge the receipt of your letter of the 4th instant, applying on behalf of the British Fishery Society for my Lords approval of a further loan of 20,000 *l.*

from the Public Works Loan Commissioners, in addition to the loan of 60,000 *l.* already applied for, for the purposes of the proposed harbour in the Bay of Wick; and I am to acquaint you, for the information of the Directors of the Society, that your application has been forwarded to the Public Works Loan Commissioners, together with the formal approval of this Board (a copy of which is enclosed), which my Lords have requested the Commissioners to substitute for the approval previously forwarded.

See page 15.

I am, &c.

MacLeod of MacLeod, (signed) *T. H. Farrer.*
9, Cambridge Square, Hyde Park.

PULTENEY HARBOUR.

The Secretary to the Public Works Loan Commissioners to *T. H. Farrer*, Esq.

Public Works Loan Office, South Sea House,
Sir, 19 June 1863.

WITH reference to the application of the British Fishery Society for a loan under "The Harbours and Passing Tolls, &c. Act, 1861," for the purpose of certain harbour works in the Bay of Wick, which application was in the first instance for a loan of 60,000 *l.*, but afterwards extended to 80,000 *l.*, and was transmitted to this department (with the required approval in each instance of the borrowing), by your letters dated 20 February and 9 June last respectively, I am directed to acquaint you, for the information of the Lords of the Committee of Privy Council for Trade, that this Board have resolved to grant to the Fishery Society a loan to the extent of 60,000 *l.* in aid of the expense of constructing the Eastern Breakwater. Such loan to be advanced as follows:—20,000 *l.* in 1864, 30,000 *l.* in 1865, and 10,000 *l.* in 1866, by such instalments and at such times as may be arranged between this Board's secretary and the British Fishery Society. The first advance to be subject to the production of evidence to the satisfaction of this Board of the expenditure out of the funds of the society of 40,000 *l.* upon the works; and the subsequent advances subject to the production of similar evidence of the expenditure of the preceding advance. Each instalment to be secured by a mortgage of the harbour revenues and all tolls and other income derivable from the undertaking, and to be repayable by 45 annual instalments; the first to be paid at the expiration of the fifth year from the date of each advance. Interest, at 3¼ per cent. to be paid annually on the principal sums from time to time remaining unpaid.

The due application of each advance is to be secured by a bond to Her Majesty from the directors of the society, or the major part of them.

I am further to state that this Board have postponed the consideration of the application so far as relates to the sum of 20,000 *l.* required for the transverse breakwater until the eastern breakwater and works shall have been completed, or until plans for such transverse breakwater shall have been approved by the proper authorities and submitted to this Board.

I am, &c.

The Secretary, Marine Department, (signed) *W. W. Willink,*
Board of Trade. Secretary.

WICK HARBOUR.

COPY of CORRESPONDENCE which has recently passed between the Board of Trade and the Parties representing the Interests of *Wick*, on the Subject of a HARBOUR at that Place.

(*Sir Frederic Smith.*)

Ordered, by The House of Commons, *to be Printed*,
10 *March* 1864.

RETURN to Two Orders of the Honourable The House of Commons, dated 27 July 1863 and 19 February 1864;—*for*,

(Order, 27 July 1863.)

COPY "of all Correspondence with and Memorials to the Board of Trade and the Corporation of the Trinity House, on the subject of placing a Light at *Langness*, in the *Isle of Man* (in continuation of Parliamentary Paper No. 241, of Session 1863)."

(Order, 19 February 1864).

COPY "of all Correspondence with and Memorials to the Board of Trade, the Corporation of the Trinity House, and the Commissioners of Northern Lighthouses, since the 4th day of May 1863, up to the present time, on the subject of placing a Light at *Langness*, in the *Isle of Man*."

Board of Trade,
22 February 1864.

(*Mr. Joseph Ewart.*)

Ordered, by The House of Commons, *to be Printed*,
23 *February* 1864.

COPY of all CORRESPONDENCE with and MEMORIALS to the Board of Trade, the Corporation of the Trinity House, and the Commissioners of Northern Lighthouses, on the subject of placing a LIGHT at *Langness*, in the *Isle of Man* (in continuation of Parliamentary Paper No. 241, of Session 1863).

Dear Sir, 15, Eaton-place, 13 June 1863.

I HAVE been requested by my constituents to present the accompanying petition to the Board of Trade, signed by all the most influential parties connected with the Commercial Marine at Whitehaven, Maryport, Workington, and the Isle of Man, and pointing out the necessity of a lighthouse at Langness Peninsula, on the Isle of Man, both for the sake of humanity as well as for the interests of commerce. Trusting that you will take this matter into your kind consideration, and let me know the result of your decision,

Believe me, &c.

The Right Honourable the President of the Board of Trade. (signed) *George Lyall.*

To the Right Honourable the Lords of the Committee of Her Majesty's Privy Council for Trade.

The humble Memorial of the High Bailiff and Inhabitants of Castletown, in the Isle of Man,

Showeth,

THAT the Peninsula of Langness, to the south-east of Castletown Bay, is a low, dangerous, and projecting point of land on the south coast of the Isle of Man, past which the tide rushes occasionally at the rate of five miles an hour, and on which more vessels have been wrecked than on any other point on the island.

That the valuable lights under the able superintendence of the Northern Lighthouse Commissioners on the Calf of Man, from their elevated situation, are frequently entirely obscured, especially during foggy weather, so very prevalent on the coast.

That the southern district of the Isle of Man is the principal resort of an immense fleet of fishing boats, from England, Scotland, and Ireland, during the fishing season every year.

That the Manx fleet alone, exclusive of strangers, amounts to about 400 sail, manned by 2,500 men and boys.

That Langness is in the direct track of communication between Liverpool, Fleetwood, Glasgow, and Belfast, and of the coal trade from Cumberland to the east coast of Ireland.

That it is also in the immediate track of the Liverpool and Canadian mail steamers through the North Channel.

That on this treacherous and low-lying peninsula the following amongst many other vessels have been wrecked :—

Her Majesty's sloop "Racehorse" (7 lives lost)	1822	Schooner "John Glaister"	1856
Brig "Robert" of Whitehaven (43 lives lost)	1823	Schooner "William and Henry" (1 life lost)	1852
Brig "Robert" of Harrington	1824	Smack "Friends"	1852
Brig "Active" of Whitehaven	1835	Schooner "Ferret"	1859
Barque of Glasgow	1835	Brig "Hebe"	1859
Schooner "Providor" of Plymouth (3 lives lost)	1852	Schooner "Charles Wood"	1861
		Schooner "Duchess of Lancaster" (7 lives lost)	1863

That during the last 40 years, there have been on and in the neighbourhood of Langness Point (exclusive of Derby Haven) at least 70 wrecks, involving the loss of at least 100 lives, and of property to the extent of at least 20,000 *l.*, the greater proportion of which wrecks, in all human probability, might have been avoided had there been a lighthouse on Langness.

That

That your memorialists humbly submit that a lighthouse, with a powerful fog bell attached, erected on Dreswick Point (part of Langness), would be of incalculable benefit to the shipping interest of the Channel, and would be instrumental in saving an immense amount of life and property.

Your memorialists therefore humbly pray that you will be graciously pleased to grant your sanction to the immediate erection of a lighthouse and other warning beacon on Langness Point, and they will ever pray, &c.

Signed on behalf of the inhabitants, in public meeting assembled, on the 8th day of April 1863, by a committee appointed at such meeting,

J. Gill, High Bailiff of Castletown (Chairman)
Robert T. Quayle, Harbour Commissioner.
J. M. Jeffcote, M. H. K.
J. McMeikin, Honorary Agent, Shipwrecked Fishermen and Manx Royal Benevolent Society.
H. C. Gill, Honorary Secretary, Royal National Society for the Preservation of Life from Shipwreck.
J. Mylchriest, Shipowner, and Deputy Agent for Lloyd's.
J. Taggart, Shipowner and Merchant.
Thomas Boyd, Shipowner.
John Clarke, Shipowner.

Also from Whitehaven - - - 259 signatures.
Maryport - - - 55 ditto.
Workington - - - 64 ditto.

(7170.)

Office of Committee of Privy Council
for Trade, Marine Department,
Whitehall, 18 June 1863.

Sir,

I AM directed by the Lords of the Committee of Privy Council for Trade to acknowledge the receipt of your letter of the 13th instant, forwarding a memorial signed by persons connected with the Commercial Marine at Whitehaven, Maryport, Workington, and the Isle of Man, advocating the establishment of a lighthouse at Langness, Isle of Man; and I am to acquaint you, for the information of the memorialists, that the question of erecting a lighthouse in this position has been for some time past under consideration, and the further consideration of the question is now waiting the result of a visit by the Trinity House which has just taken place.

I am, &c.
(signed) *T. H. Farrer.*

George Lyall, Esq., M. P.,
15, Eaton Place.

Trinity House, London, E. C.,
22 December 1863.

Sir,

I AM directed by the Elder Brethren to forward to the Lords of the Committee of Privy Council for Trade—pursuant to the requirements of the 406th section of the "Merchant Shipping Act, 1854"—the accompanying copies of communications that have passed between this Corporation and the Commissioners of Northern Lighthouses, further on the subject of the Commissioners' proposal for the erection of a Lighthouse on Langness Point, Isle of Man: all previous correspondence having been already forwarded to their Lordships, for insertion in a Return to the Honourable the House of Commons, dated 5th May last, copy of which I am directed to enclose herewith.

I have, &c.
(signed) *P. H. Berthon.*

The Secretary, Marine Department,
Board of Trade.

LIST of PAPERS, &c., relative to Langness Point, Isle of Man, forwarded to the Board of Trade 22 December 1863.

		Date.
1.	Letter from Trinity House to Northern Commissioners	9 July 1863.
2.	Letter from Northern Commissioners to Trinity House	12 Aug. „
3.	Report of Messrs. D. & T. Stevenson	28 July „
4.	Letter from Trinity House to Northern Commissioners	26 Aug. „
5.	Letter from Northern Commissioners to Trinity House	8 Sept. „
6.	Report of Messrs. D. & T. Stevenson	27 Aug. „
7.	Letter from Trinity House to Northern Commissioners	13 Oct. „
8.	Letter from Northern Commissioners to Trinity House	5 Nov. „
9.	Report of Messrs. D. & T. Stevenson	28 Oct. „
10.	Letter from Trinity House to Northern Commissioners	24 Nov. „
11.	Letter from Northern Commissioners to Trinity House	3 Dec. „

(1.)

Trinity House, London, E.C.,
9 July 1863.

Sir,

REFERRING to previous correspondence on the subject of the proposal of the Commissioners of Northern Lighthouses for placing a lighthouse on Langness Point, in the Isle of Man, I am directed to acquaint you, for the information of the Commissioners, that a committee of the Elder Brethren having recently visited and inspected that locality, and made report thereon, the Board have directed that the attention of the Commissioners be drawn to the terms of their Notice of 31st December 1818, from which it appears that a vessel keeping both the Calf Lights in sight cannot come within three-quarters of a mile of Langness Point.

The Board have also directed that the error in the bearings within which the High Calf Light is stated to be visible—viz., from E.N.E. to S.E. by E., as published in the Admiralty List of Lights for 1853, and since continued—be likewise brought to the notice of the Commissioners, the High Light being actually visible to E. by S. ½ S., or six cables within the extreme of the point.

I am to add that, having given full and careful consideration to the proposal for placing a light on Langness Point, the Elder Brethren are confirmed, by their recent inspection, in the opinion expressed in my letter of 18th February last—that by the improvement of the existing lights in that locality, the establishment of one on Langness would be rendered unnecessary, particularly as a vessel coming from the northward, and keeping the Douglas Head Light in sight, would pass more than a mile from that point.

I am also to state that the Elder Brethren are of opinion that the removal the beacon on Langness from its present position to the extreme of the point would be advantageous.

I am, &c.
(signed) *P. H. Berthon.*

A. Cuningham, Esq.,
&c. &c. &c.

(2.)

Northern Lighthouse Office, Edinburgh,
12 August 1863.

Sir,

I AM directed by the Commissioners of Northern Lighthouses to acknowledge receipt of your letter of 9th ultimo, regarding the proposed light on Langness Point. Having laid this before the Commissioners, they found certain discrepancies in their statements and those of the Elder Brethren which the Commissioners could not reconcile, and they remitted it for the report of Messrs. Stevenson.

I am now directed by the Commissioners to transmit a copy of that report, for the observations of the Elder Brethren.

I am, &c.
(signed) *Alex. Cuningham,*
Secretary.

The Secretary,
Trinity House, London.

(3.)

SUPPLEMENTARY REPORT ON LANGNESS POINT.

Edinburgh, 28 July 1863.

THE letter of the Elder Brethren of the Trinity House of 9th instant, relative to the proposed lighthouse at Langness Point, has been under our consideration.

The Elder Brethren direct attention to an apparent discrepancy between the terms of the Notice of 31st December 1818 and the bearings of the Calf of Man Lights as given in the Admiralty Lighthouse List.

The description of the lights in the Admiralty List is in the following terms: "High light visible from E. N. E. to S. E. by E. by westward."

This description, as pointed out by the Elder Brethren, is apparently erroneous, and probably should have read, "Lights visible from E. N. E. to S. E. by E. by westward." The Elder Brethren further state that the High Light is "actually visible to E. by S. half S.," but this we think must certainly be a mistake, as that bearing is about two cables within Spanish Head, and upwards of a mile within Langness. In the case of the Calf Lights, which are cut off by intervening land, of varying height, the bearing on which they cease to be visible will alter according to the distance of the observer; and as there seems to be some doubt as to the actual bearings of the light as seen from off Langness, we would suggest that the first time the "Pharos" is on the spot, the opportunity should be taken for having these bearings determined.

As regards the question of a new light for Langness Point, we observe that the Elder Brethren recognise the necessity for having that point better marked. They recommend "the removal of the beacon from its present position to the extreme of the point," as a mark by day, and they report "that by the improvement of the existing lights in that locality the establishment of one on Langness Point would be unnecessary."

The Commissioners are aware that the result of our inspection led us to conclude that the existing lights of the Calf and Douglas Head could not be made available as a guide for Langness. But as it is possible that some alteration of these lights may have occurred to the Elder Brethren which has not suggested itself to us, we think that, before any further steps are taken in the matter, it would be very desirable if the Elder Brethren would specify the improvements in the existing lights to which they refer, in order that they may be taken into consideration by the Commissioners.

(signed) *D. & T. Stevenson.*

(4.)

Trinity House, London, E. C.,

Sir, 26 August 1863.

WITH reference to your letter of the 12th instant, enclosing a report from Messrs. D. & T. Stevenson on the subject of a light on Langness Point, wherein is suggested a desire to know what improvements the Elder Brethren consider may be made in the existing lights near that point, I am directed to acquaint you, for the information of the Northern Commissioners, that the Elder Brethren are of opinion that a fifth or sixth order dioptric apparatus should be substituted for the reflector now at Castletown, to exhibit a bright white light, and to show red inside the point of Langness; that a 21-inch silvered reflector, with Argand lamp, be substituted for the present reflector at Port St. Mary, showing white: and as the Elder Brethren are informed that the extensive trade of that port has repeatedly applied for a second light to be placed a short distance to the north-westward of the present one, they consider that such second light (bright), if shown from a similar reflector and lamp to that now recommended, would not only be useful as a guide up the bay, but would also clearly distinguish Port St. Mary's lights from that of Castletown, and also from those at the Calf.

The Elder Brethren would also recommend that attention be called to the Notice issued by the Northern Commissioners in 1818, wherein it is notified that if both the Calf Lights are kept in sight a good offing will be secured of three-quarters of a mile from Langness Point.

I am, &c.
(signed) *George Herbert*,
Assistant Secretary.

A. Cuningham, Esq.

(5.)

Northern Lighthouse Office, Edinburgh,
8 September 1863.

Sir,

I AM directed by the Commissioners of Northern Lighthouses to acknowledge receipt of your letter of 26th ultimo, on the subject of the light proposed on Langness Point.

The Commissioners are glad to perceive, from the tenor of this communication, that the Elder Brethren are equally satisfied with the Commissioners that it is necessary something should be done to mark the danger. The Commissioners understood, from the previous communications of the Elder Brethren, that the Elder Brethren entertained an opinion that the lights, under the charge of the Commissioners, might be improved in such way as to mark the danger of Langness Point. It did not occur to the Commissioners to attain this object by any alteration of the existing harbour lights at Castletown and Port St. Mary, as suggested by the Elder Brethren. The Commissioners have no power to call on the owners of harbour lights to adapt them to suit the purposes of general navigation, and the only course which it appears to the Commissioners that it would be competent for them to take in such circumstances, would be to assume the harbour lights, in terms of Section 413 of the Mercantile Marine Act, and then to adapt these lights, in the manner suggested by the Elder Brethren, so as to mark Langness Point, besides which it is proposed to remove and re-erect the beacon. This course would not only be much more expensive in original outlay than the plan proposed by the Commissioners, but it would be calling on the shipping to pay for two (or indeed three) lights, when the object can be more cheaply attained by the exhibition of one light only, as proposed by the Commissioners.

The Commissioners on receipt of the Elder Brethren's communication remitted it for the report of their Engineers, and I am directed to enclose a copy of that Report.

When the question of lighting is disposed of, the Commissioners will keep in view the recommendation of the Elder Brethren as to the bearing of the Calf Lights.

I am, &c.
(signed) *Alexander Cuningham*,
Secretary.

The Secretary, Trinity House,
London.

(No. 6.)

REPORT on Langness Light.

Edinburgh, 27 August 1863.

IN our Supplementary Report of 28th July, on Langness Light, we reminded the Commissioners that we had reported that the existing lights of Calf of Man and Douglas Head could not be made available as a guide for Langness, and suggested that it would be very desirable if the Elder Brethren would specify the improvements in the existing lights to which they had referred as being sufficient to indicate the danger of Langness.

From the letter of the Trinity Board of 26th August, it appears that the improvements referred to by the Elder Brethren were not on the Calf of Man or Douglas Lights (which are the only lights under the charge of the Commissioners), but on the private harbour lights of Castletown and Port St. Mary. The Elder Brethren propose to renew the existing lights at both these places, and to establish a third light at Port St. Mary.

Without entering into the details of these proposed alterations, it is perhaps sufficient to state that the plan suggested by the Trinity House would not, in our opinion,

opinion, adequately mark the position of Langness Point. We also further observe that the harbour lights in question, if employed to serve the purposes of general navigation, must, like Douglas Head, be assumed by the Commissioners of Northern Lighthouses, and the expenditure would exceed that of the single new light which we proposed for Langness, so that the result of the suggested arrangement would be a far less perfect system of lighting, at a higher cost to the trade.

We have only, in conclusion, to repeat the opinion already expressed, that the prominence and importance of Langness, which have been fully recognised, demand the erection of a lighthouse on the Point itself.

(signed) *D. & T. Stevenson.*

(7.)

Trinity House, London, E. C.,
13 October 1863.

Sir,

HAVING brought under the consideration of the Elder Brethren your letter of the 8th ultimo, further on the subject of the proposition for placing a light on Langness Point, Isle of Man, I am directed to acquaint you that, having regard to the proximity of the light at Castletown to Langness Point (from which it is distant only about 12½ cables), the Elder Brethren consider that that point forms in reality a part of the entrance to the harbour, and that the cost of improving the light, and rendering it efficient for the guidance of vessels not only entering the harbour but also passing the point, should be defrayed by the authorities charged with its maintenance, rather than that a new light should be erected at the point and the expense borne by the passing trade.

Judging from the readiness with which their suggestions have been received by the various local authorities in England, whose lighthouses, &c. they have visited, the Elder Brethren do not apprehend that the Commissioners would find it necessary to assume the charge of the light at Castletown, in terms of the Act, as they suggest.

I am to add that the Elder Brethren find it difficult to understand that the alterations they have suggested could equal in cost the proposed erection of a new lighthouse at Langness Point, and that, after a careful consideration of the observations now offered by the Commissioners, they still believe that the improvements they have proposed in existing lights would render such a measure unnecessary.

I am, &c.

A. Cuningham, Esq. (signed) *P. H. Berthon.*
&c. &c. &c.

(8.)

Northern Lighthouse Office, Edinburgh,
5 November 1863.

Sir,

I AM directed by the Commissioners of Northern Lighthouses to acknowledge receipt of your letter of 13th ultimo, further on the subject of a light at Langness, and having laid the same before the Commissioners, they remitted it to their Engineers for their further report.

Having laid this report before the Commissioners, I am directed to transmit a copy of it, and to state that it appears to the Commissioners that some misapprehension on the part of the Elder Brethren must prevail as to the nature of the ground at Langness. The Elder Brethren proposed, in their letter of 26th August last, to exhibit from the tower at Castletown Harbour "a bright white light, to show red inside the Point of Langness." The Commissioners having directed inquiry to be made on the spot, it appears, from returns made to them, that the land of Langness Point is from 70 to 80 feet in height; and as any light shown from Castletown towards the east will be completely cut off by the land in that direction, the Commissioners do not perceive the object of restricting the utility of the light, nor of making it change colour inside the point.

The Commissioners, on reconsidering the whole correspondence, are of opinion that the Elder Brethren and they are corresponding with different objects in view. The Commissioners understand the desire of the applicants to be (and the Commissioners have so treated it) to mark out to the passing trade the danger of Langness Point itself. The object of the Elder Brethren (particularly as defined in their last letter, from which it appears that the utility of the light would be so much curtailed) seems to be to benefit only the local trade of the district, but this is certainly not the desire of the applicants, nor is it what is really required.

It was as bearing on their view of the question that the Commissioners referred to the suggestion of the Elder Brethren to call upon the proprietors of the harbour lights to alter and reconstruct their lights in such a manner as to make them useful sea lights. The Commissioners feel that as a Public Board, entrusted with the charge of the general sea lights on the coast, they have no power under the statute to direct that harbour lights shall be elevated into the character of sea lights, at the expense of the private exhibitor, and the Commissioners cannot delegate to others the control of lights exhibited for the benefit of general navigation.

The Commissioners are still of opinion that the danger of Langness Point can only be effectually marked by a light placed on the headland itself, and they are satisfied that no light exhibited from Castletown Harbour is capable of being made of any utility to general navigation in marking out to the passing trade the danger of Langness Point.

I am, &c.

The Secretary, Trinity House, London. (signed) *Alexander Cuningham*, Secretary.

(9.)

REPORT on Langness Point Light.

Edinburgh, 28 October 1863.

WE have considered the letter from the Trinity House of 13th current, relative to the proposed light at Langness. We have already stated our objection to the changes of the harbour lights of Castletown and Port St. Mary, which were suggested by the Elder Brethren as being preferable to our proposal of a light on the Point of Langness, which we still think is the only plan of effectually attaining the object in view.

The Tower at Castletown, from which the Trinity House propose to exhibit "a bright white light, to show red inside the Point of Langness," is only 25 feet above highwater mark. The land forming Langness Point is from 70 to 80 feet in height, and must therefore entirely shut off the improved Castletown Light from the mariner when approaching Langness from the eastward. We do not, therefore, see the object of the proposed change of colour "inside the point;" nor do we understand how a light so curtailed in its range, in a most important direction, can for a moment be compared to one placed on the point itself, where it will not only indicate the exact position of the danger but will illuminate a seaward arc about three times larger than the proposed light at Castletown.

(signed) *D. & T. Stevenson.*

(10.)

Trinity House, London, E. C.,
24 November 1863.

Sir,

HAVING laid before the Elder Brethren your letter of the 5th instant, further in relation to the exhibition of a light at Langness Point, I am directed to acquaint you, for the information of the Commissioners of Northern Lighthouses, that the Elder Brethren see no reason to alter the opinion they have already expressed on several occasions—viz., that a light on Langness Point is not necessary for the general trade,

I am, &c.

A. Cuningham, Esq.
&c. &c. &c.
Edinburgh.

(signed) *P. H. Berthon.*

(11.)

Northern Lighthouse Office, Edinburgh,
Sir, 3 December 1863.

I AM directed by the Commissioners of Northern Lighthouses to acknowledge receipt of your letter of 24th ultimo, on the subject of the proposed light on Langness Point; and having laid the same before the Commissioners, I am directed to state that as the correspondence between the Elder Brethren and the Commissioners on the subject has now come to an end, the Commissioners trust that the Elder Brethren will, in terms of the Statute 17 & 18 Vict. c. 104, secs. 405 and 406, make a notification of their opinion to the Board of Trade, accompanied by "Copies of all communications which have passed between the Trinity House and the Commissioners."

The Commissioners have no intention of offering any further objections to, or observations on, the notification to be made by the Elder Brethren.

I am, &c.

The Secretary, (signed) *Alexander Cuningham*,
Trinity House, London. Secretary.

(14855.)

Sir, Board of Trade, Whitehall, 7 January 1864.

I AM directed by the Lords of the Committee of Privy Council for Trade to acknowledge the receipt of your letter of the 22d ultimo, transmitting, pursuant to the requirements of the 406th section of the "Merchant Shipping Act, 1854," the copies of communications which have passed between the Elder Brethren and the Commissioners of Northern Lighthouses on the subject of the Commissioners' proposal for the erection of a lighthouse on Langness Point, Isle of Man.

In reply, I am to acquaint you that my Lords concur in opinion with the Elder Brethren to the effect that it is not necessary for the passing trade to have a light on Langness Point.

I am, &c.

The Secretary, (signed) *W. D. Fane.*
Trinity House.

LIGHTHOUSES (ISLE OF MAN).

COPY of all CORRESPONDENCE with and MEMORIALS to the Board of Trade, the Corporation of the Trinity House, and the Commissioners of Northern Lighthouses, since 4th May 1863, on the subject of placing a LIGHT at *Langness*, in the *Isle of Man* (in continuation of Parliamentary Paper No. 241, of Session 1863).

(*Mr. Joseph Ewart.*)

Ordered, by The House of Commons, *to be Printed,*
23 *February* 1864.

Under 1 *oz.*

LIGHTHOUSES (ISLE OF MAN).

SUPPLEMENTARY RETURN to Two Orders of the Honourable The House of Commons, dated 27 July 1863 and 19 February 1864;—*for*,

(ORDER, 27 July 1863.)

COPY "of all CORRESPONDENCE with and MEMORIALS to the Board of Trade and the Corporation of the Trinity House, on the subject of placing a LIGHT at *Langness*, in the *Isle of Man* (in continuation of Parliamentary Paper, No. 241, of Session 1863)."

(ORDER, 19 February 1864).

COPY "of all CORRESPONDENCE with and MEMORIALS to the Board of Trade, the Corporation of the Trinity House, and the Commissioners of Northern Lighthouses, since the 4th day of May 1863, up to the present time, on the subject of placing a LIGHT at *Langness*, in the *Isle of Man*."

Board of Trade, 22 March 1864.

JAMES BOOTH.

(*Mr. Joseph Ewart.*)

Ordered, by The House of Commons, *to be Printed*, 5 *April* 1864.

COPY of all CORRESPONDENCE with and MEMORIALS to the Board of Trade, the Corporation of the Trinity House, and the Commissioners of Northern Lighthouses, on the subject of placing a LIGHT at *Langness*, in the *Isle of Man* (in continuation of Parliamentary Paper, No. 78, of the present Session).

COPY of COMMUNICATIONS referred to by the Commissioners of Northern Lighthouses.

I.—The Commissioners of Northern Lighthouses to the Elder Brethren.

Northern Lighthouse Office, Edinburgh,
Sir, 21 January 1864.

I AM directed by the Commissioners of Northern Lighthouses to refer the Elder Brethren to the Commissioners' letter of 3d ultimo, and to inquire whether any communication has yet been made to the Board of Trade with reference to the correspondence regarding Langness Point.

I am, &c.
(signed) *Alexander Cuningham*,
Secretary.

The Secretary,
Trinity House, London.

II.—The Elder Brethren to the Commissioners of Northern Lighthouses.

Trinity House, London,
Sir, 22 January 1864.

IN reply to your letter of 21st instant, I am directed by the Elder Brethren to acquaint you, for the information of the Commissioners of Northern Lighthouses, that a notification of their opinion on the subject of the proposed Light on Langness Point, accompanied by Copies of all communications relating thereto, was duly made to the Board of Trade under date 22d ultimo, and that a reply from their Lordships, copy of which I enclose, was received at this House on the 7th of this month.

I am, &c.
(signed) *P. H. Berthon.*

A. Cuningham, Esq.
Secretary to the Commissioners of
Northern Lighthouses.

III.—The Commissioners of Northern Lighthouses to the Elder Brethren.

Northern Lighthouse Office, Edinburgh,
Sir, 17 February 1864.

I AM directed by the Commissioners of Northern Lighthouses to acknowledge receipt of your letter of 22d ultimo, transmitting copy of a letter from the Board of Trade, dated 7th ultimo, intimating that my Lords concur in opinion with the

Elder Brethren, to the effect that it is not necessary for the passing trade to have a light on Langness Point.

The Commissioners deem it only necessary now to state that they adhere to the opinion expressed in their previous correspondence on the subject.

I am, &c.
(signed) *Alex. Cuningham.*
Secretary.

The Secretary,
Trinity House, London.

IV.—The Commissioners of Northern Lighthouses to Mr. *Gell*, High Bailiff of Castletown.

Northern Lighthouse Office, Edinburgh,
17 February 1864.

Sir,

With reference to the application transmitted in your letter of 26th January 1863, I am now directed by the Commissioners of Northern Lighthouses to inform you that the communications between the Commissioners of the Trinity House and Board of Trade, have terminated in a refusal by the Board of Trade to sanction the erection of a lighthouse on Langness Point as prayed for.

I am, &c.
(signed) *Alexander Cuningham,*
Secretary.

J. Gell, Esq.,
Castletown, Isle of Man.

LIGHTHOUSES (ISLE OF MAN).

SUPPLEMENTARY RETURN.

COPY of CORRESPONDENCE between the Elder Brethren of the Trinity House and the Commissioners of Northern Lighthouses, on the subject of placing a LIGHT at *Langness*, in the *Isle of Man*.

(*Mr. Joseph Ewart.*)

Ordered, by The House of Commons, *to be Printed*,
5 *April* 1864.

78—I.

Under 1 *oz.*

COPIES of THREE REPORTS to the BOARD of TRADE on LOCAL LIGHTHOUSES, &c.

Board of Trade, 26 February 1864.

T. H. FARRER.

— 1. —

REPORT to the BOARD of TRADE by the ST. IVES HARBOUR COMMISSIONERS of the Results of the Inspection by the Trinity House of the LOCAL HARBOUR LIGHT at *St. Ives, Cornwall.*

Sir, St. Ives, Cornwall, 7 January 1864.

I HAVE the honour to address you in consequence of a meeting held this day by the St. Ives Harbour Commissioners of which I was Chairman, when your letter dated 1st September 1863, was laid before them by their Secretary, Mr. Hichons, relative to a Report made by the Honourable Corporation of Trinity House, after their inspection of the Harbour Light at St. Ives, to the Lords of the Committee of Privy Council for Trade. *See* previous Reports. Parl. Paper, 511, Sess. 27 Vict.

The Harbour Commissioners respectfully beg to offer their apology for the delay in not giving an earlier reply to your letter, they being quite unaware of any such communication until this morning.

The Commissioners request me to confirm the correctness of the Report made by the Trinity Board in their letter, dated 5th August, respecting the Harbour Light at St. Ives, which they would feel much pleasure to remedy if they had the means to do so.

The Commissioners would most respectfully inform their Lordships that since the date of the Report made to them, new gas pipes have been laid to the lighthouse, that it is again lit by gas, and the interior improved so far as their limited funds (from ballast only) will permit.

I have, &c.
(signed) *J. N. Tremearne.*

The Secretary Marine Department,
Board of Trade, Whitehall.

— 2. —

REPORT to the BOARD of TRADE by the TRINITY HOUSE of DEPTFORD STROND, of the Results of their Inspection of LOCAL LIGHTHOUSES, BUOYS, and BEACONS, under the Jurisdiction of the Carnarvon Harbour Trustees.

Trinity House, London, E.C.,
18 November 1863.

Sir,

ADVERTING to previous correspondence on the subject of the inspection of Local Lights under the Act 25 & 26 Vict. c. 63, s. 43, I am directed to acquaint you, for the information of the Lords of the Committee of Privy Council for Trade, that a Committee of Elder Brethren has recently inspected the light and buoys under the jurisdiction of the Trustees of Carnarvon Harbour, and I am now to submit to their Lordships the general report of the result of this inspection.

Lighthouse on Llanddwyn Island.—The reflector at the back of the lamp is almost useless from tarnish and want of silver. The Elder Brethren recommend that to render the light more efficient, this should be remedied.

Buoys.—To guide ships over the bar by day, there is a fairway buoy (black), then a red buoy, then red and white, and then black and white striped, and each of these buoys has to be left close on the starboard side going in; there is also a perch beacon to be left on the port hand, which seemed efficient. The Elder Brethren would suggest that the fairway buoy be a conspicuous beacon buoy, that the striped buoys be chequered, and that the red buoy be placed between them.

The address of the local authority is subjoined for their Lordships' information.

Name.	Address.	Light, Buoys, &c.
The Trustees of Carnarvon Harbour	Carnarvon -	Light on Llanddwyn Island. Buoys in Carnarvon Harbour.

I have, &c.
(signed) *P. H. Berthon.*

The Secretary, Marine Department,
Board of Trade.

— 3. —

Report to the Board of Trade by the Commissioners of Northern Lighthouses of the Results of their Inspection of Local Lighthouses, Buoys, and Beacons in *Scotland* and in the *Isle of Man.*

Northern Lighthouse Office, Edinburgh,
25 November 1863.

Sir,

I am directed by the Commissioners of Northern Lighthouses to transmit herewith in terms of 25 and 26 Vict. c. 63, s. 43, their Interim Report upon certain of the local lights, &c., in Scotland, and in the Isle of Man.

I am, &c.
(signed) *Alex. Cunningham,*
Secretary.

The Secretary, Marine Department,
Board of Trade, London.

Interim Report by the Commissioners of Northern Lighthouses, in terms of 25 & 26 Vict. c. 63, s. 43, "The Merchant Shipping Amendment Act, 1862," of the Results of the Inspection of certain of the Local Lighthouses, Buoys, and Beacons, within the Jurisdiction of the Commissioners.

The Commissioners in terms of the above Act, authorised Messrs. Stevenson, the engineers of the Board, to inspect all the Local Lights, Buoys, and Beacons within the limits of the jurisdiction of the Commissioners, and they having submitted to the Commissioners a report on the result of that inspection, so far as it has gone, the Commissioners on considering the same, resolved to adopt it as their interim general report, and a copy of that report is hereto appended.

The Commissioners have further to report that they have directed to be communicated to each local authority the result of the inspection of these respective Lights and Lighthouses, Buoys and Beacons, in the terms given in the appended report, and in each case they have accompanied their report with a full copy of the general observations given in the report transmitted.

They have likewise communicated to each local authority a copy of the direction

tions for the management and preservation of Lights, submitted by Messrs, Stevenson along with their report, and given in the Appendix.

By Order of the Board,
Alex. Cunningham,
Secretary.

Edinburgh, 25 November 1863.

Report to the Honourable the Commissioners of Northern Lighthouses, on the Harbour Lights of Scotland and the Isle of Man, by Messrs. *D.* and *T. Stevenson*, Engineers to the Board.

In terms of the remit made us by the Commissioners of Northern Lighthouses, of date 11th March 1863, to inspect and report on the several Harbour Lights in Scotland and the Isle of Man, in terms of the "Merchant Shipping Acts, &c. Amendment, 25 & 26 Vict. cap. 63," we prepared a list of queries on engineering points, a copy of which will be found in the Appendix, which was issued to the several harbour authorities in the country. Thereafter 56 Harbour Lights were inspected by Mr. Thomas Stevenson during the past season, and we beg to lay before the Commissioners the result of those inspections under the following heads:—

I. The character and state of efficiency of the various Harbour Lights, and

II. General conclusions on the construction and management of Harbour Lights, as deduced from the information obtained.

Kirkwall.—A white light from gas, elevated 31 feet above high water of spring tides. The apparatus is a silver plated paraboloidal mirror, shown from a substantial stone tower. The light was found in a very efficient state, and is very creditable to the Harbour Commissioners. It was originally lighted in 1838, improved in 1854, and is regularly exhibited from 1st August till 30th April, from dusk till daylight, and is visited periodically from about 8 p.m. till 4.30 a.m., and is cleaned daily.

Scrabster.—The light is of the natural colour from oil, elevated 15 feet above high water, and the apparatus is a reflector, about 10½ inches diameter, erected on a pillar. It seems to be quite sufficient for the very limited purpose for which it is required, viz., for lighting the quays in dark nights, so as to enable vessels to come alongside.

Pultneytown.—A red light from gas, produced by a red muffle surrounding the chimney, elevated 35 feet above high water, and shown from a substantial stone tower. The apparatus is holophotal, consisting of zinc paraboloidal and spherical reflectors, with a lens and three totally reflecting prisms. A spare lamp is always kept ready trimmed in the lightroom, for emergencies. There is also a stock of spare muffles and lamp glasses on hand. The light is exhibited constantly from dusk till daylight, and is watched periodically during the night. The apparatus is cleaned every two days.

It is highly satisfactory to find so important a fishing station so well provided with all the essentials of a good light. The whole seem to be most carefully attended to, and reflect great credit on the British Fishery Society and their resident agent, Captain Tudor, as well as on the light-keeper.

Loch Fleet.—There are three buoys, each six feet long, placed in the mid-channel of Loch Fleet, in order to lead vessels in. The outer buoy is in seven feet, middle buoy in five feet, and inner buoy in eight feet at low water. The mooring chains are 50 feet long, weight of sinker 1½ ton. There are always ready ashore, one spare buoy and sinker, and several spare chains. The buoys are black, and are painted twice a year, and always of the same colour. They have sometimes been shifted from their places by heavy seas.

Lossiemouth.—A green light, produced by three flat wicks consuming naptha, placed in front of a cylindrical reflector. The apparatus is enclosed in a lantern, which is hoisted on a pole at the inner pierhead.

We regret that we cannot approve of this apparatus, which, considering the importance of Lossiemouth as a resort for shipping, and as a great herring fishing station, is altogether inadequate. It is proper, however, to state that the Harbour Directors have shown no desire to spare expense in the matter, as it was stated that they had purchased some years ago a "patent" light, at very considerable cost, which was shown to us. It consists of such an unskilful combination of optical agents, one of which is of green glass, more than 1½ inch thick, that it could not fail to produce a miserable light. It was found to be useless by the Harbour Trustees, and the present apparatus was used instead. We think that at this important station an efficient apparatus, if possible lighted by gas, should be shown in a properly constructed tower, in the same manner as at Kirkwall, Pultneytown, and Peterhead.

Port Gordon.—Two lights, one red and the other white, from naptha, exhibited from 1st August till 1st April, and there is no apparatus of any kind. The lights have been thrice extinguished within the last two years by the wind, and once by the sea, and we beg to recommend that suitable lanterns and apparatus should be provided.

Cullen.—A white light from gas, elevated about 80 feet above high water, exhibited by the fishermen occasionally, and at their own cost. It is a small ordinary street lamp, erected on a pillar on the top of a high bank overlooking the harbour. Keeping in view the importance of this place as a fishing station, we are of opinion that a new light, of better construction and erected nearer the entrance of the harbour, is necessary.

Banff.—Three lights, exhibited nightly, all from gas, no kind of apparatus being used. The pierhead light, elevated 38 feet above high water, shows white, and the other two, which act as leading lights for taking the harbour, are on the shore, one shows white and the other red, produced by stained glass panes of the lantern. We are of opinion that the light on the pierhead should be exhibited from a tower, and not as at present from a lantern hoisted on a pole, and that it should be strengthened by proper apparatus. It has been suggested by some of the pilots, that one of the leading lights should be heightened, a suggestion in the propriety of which we concur.

Macduff.—A red light from gas, exhibited nightly, elevated 29 feet above high water, and shown from a tower of masonry erected on the pierhead. The apparatus is holophotal, consisting of zinc parabolic reflectors and lens, cylindric refractor and plane silvered glass mirrors. It is illuminated during the whole year, is cleaned daily, and is remarkably well kept. There are no spare panes for producing red light—a want which ought to be supplied.

Rosehearty.—Two leading white lights from parrafin oil, with flat tin reflectors, elevated 24 feet and 9 feet respectively above high water. They are used only during the herring fishing season, and are shown from 20th July till 20th September, from dusk till daylight, and two tide lights are shown at tide time during the fishing, all exhibited from lanterns raised on poles. The lamps, &c., are cleaned each alternate day.

We are of opinion that better apparatus and better lanterns ought to be provided for this harbour, as there is a very large proportion of the light wasted, and the wooden astragals of the lantern are 2½ inches broad, and calculated to interfere very greatly with the effect in some azimuths.

A small beacon of malleable iron is erected on what is called the "Beacon Rock," the top of which is about five feet above high water ordinary springs.

Pitullie.—Two white lights from naptha, 14 and 20 feet respectively above high water, hoisted on poles. The apparatus, though small, is probably sufficient for all that is required of it, although a large lantern would be preferable for the low light. The lights are only used during the herring fishing season, and are shown from dusk till daylight. The keeper ought to be instructed to have a proper supply of lamp glasses always on hand; a larger lantern shown from a tower would be advisable for the pierhead; the apparatus is cleaned daily.

There was a beacon consisting of a spar of wood on the white rock, but it was carried away by the sea, and has not been replaced.

Frazerburgh.—Two small lights, 12 feet and 30 feet respectively above high water

water, from gas, exhibited nightly, both red from red glasses; the apparatus is reflectors; one light is hoisted on an iron pillar, and the other is fixed to parapet of pierhead. There were not sufficient duplicates for producing coloured lights. The apparatus is cleaned generally twice a week. The lights are not, in our opinion, sufficient for the wants of this important harbour and fishing station, and we recommend that towers and apparatus suited to the locality, should be provided.

There is an iron beacon on the Boichhead Rocks, elevated about six feet above high water. There is also an iron buoy eight feet long, painted black, and another red, seven feet long, to indicate local dangers.

Peterhead.—Two lights from gas, one at South Harbour, white, elevated 26 feet above high water, the other at the North Harbour is red, produced by a red muffle, and is elevated 32 feet above high water. The apparatus at the South Harbour consists of a cylindric refractor, in combination with a paraboloidal reflector and zinc spherical mirror, while that at the North Harbour is holophotal, consisting of a lens, brass paraboloid, and zinc spherical reflector. The lights are shown all the year round from dusk till daylight, and watched periodically during the night; the apparatus and light rooms are admirably kept.

Aberdeen.—The lights at Aberdeen are three in number; one tide light and two leading lights.

Tide Light.—A white light from oil, elevated 50 feet above high water, shown from a mast when there is no water on the bar, and no heavy sea at entrance. The apparatus is of a very rude description, consisting of three burners placed in front of a reflector 19 inches diameter; this light ought to be supplied with properly constructed apparatus placed in a tower.

Leading Lights.—These two lights are red, but changed to green when the entrance is considered unsafe, and are shown from the height of 30 and 47 feet respectively from excellent towers; and the apparatus, with the exception of the red and green glass shades, which, instead of being plane are curved, having a depression of 1¾ inch, are well constructed silver plated parabolic mirrors; there are spare coloured panes and spare lamps, for each house. The lights are exhibited nightly, and are constantly watched, and both the towers and apparatus are remarkably well kept. The red shades ought to have new fixtures for setting the discs parallel to the lips of each reflector, and the lamp glasses are of an improper form, and their use should be discontinued, and chimneys of the most approved form substituted.

Stonehaven.—Two leading lights, exhibited nightly, 35 feet apart, the upper red and the lower white, from gas elevated 44 feet and 12 feet respectively above high water. There is a 9½-inch diameter reflector in each lantern, which are useless from want of polish. There is no spare glass either for the red or for white lights. We are of opinion that new apparatus and new lanterns are required.

Montrose.—Two leading lights, both red, produced by discs of coloured glass, elevated respectively 61 and 35 feet above high water, and are shown from dusk till daylight throughout the year, from substantial towers of masonry. The apparatus consists of a silver-plated reflector in each, now 45 years old, and which are a good deal scratched. We beg to point out the sandy and dusty state of the tower walls, the stair and light room. We are of opinion that the tower walls should be plastered to prevent the lodging of dust, and the light room floor covered with oilcloth.

Arbroath.—A red light produced by stained glass from gas, and is elevated 30 feet above high water. The apparatus is a 6th order Fresnel dioptric, and the burner is about 1-8th of an inch, no lamp glasses being used. The light is only shown when there is sufficient water for vessels to enter the harbour. The apparatus is cleaned daily. One or two pounds of candles are kept in the light-room, in case of any accident to the light with the gas.

We beg to suggest that an argand burner, with proper lamp glasses, should be substituted for the bat-wing burner; that a few red muffles should be kept in store, in case of the red panes being broken; and as one-half of the whole light is at present allowed to go to waste, a spherical mirror and paraboloidal dome should be added to the apparatus.

River Tay Lights.—The lights of the Tay, under the charge of the Trinity House of Dundee, are four in number, and from oil, and are stated to have been

first exhibited upwards of 300 years ago. They are exhibited nightly, and are constantly watched from dusk till sunrise.

Upper Ferry Leading Light.—A white light elevated 80 feet above high water is shown from a stone tower, and the apparatus consists of two paraboloids, one of 25 inches, and the other of 21 inches diameter. The reflectors have the very best polish. There are spare glasses and burners, but there are no spare panes for lantern which ought to be provided.

Lower Pile Leading Light.—This lighthouse is erected on piles, and shows white. The apparatus consists of silver-plated paraboloids of the most approved construction, and the whole establishment is in admirable order. There is here also a bell for tolling in foggy weather. The keeper has spare burners, and two spare lantern panes.

The old low leading light has apparatus of its own, kept always ready for lighting in the event of the pile light being damaged.

It is worthy of consideration whether this light should not be erected on a rock near the High Tower, as the lights are found to be rather too quick in opening for stranger vessels working up the river.

High Light at Buddonness.—A white light elevated 85 feet above high water is shown from a tower of masonry. The apparatus consists of three parabolic reflectors of the best construction. There are spare burners, but no spare panes for lantern. The reflectors have too great a dip, and, on viewing the light at a distance, this defect was apparent. The reflectors should be dipped only one degree, which will greatly improve the effect. The whole establishment and apparatus are admirably kept.

Low Light at Buddonness.—A white light elevated 65 feet above high water is shown from a tower of masonry. The apparatus consists of parabolic reflectors, but they were not in such a high state of polish as the other Tay lights. There are no spare panes for lantern, but there are spare burners.

Several years ago it was found necessary to cut down the sand-hills between the low light and the sea, which had risen so high as nearly to cut off the low light. On steaming out as far as No. 3 buoy, it was found that the sand-hills have again risen so much as very nearly to cut off the low light. We are of opinion that either the sand-hills should be again reduced, or that higher towers should be built, unless it should be found that the present towers will admit of being heightened.

Considering the very great importance of both the upper and lower leading lights of the Tay, and the dangerous nature of the channel, we are of opinion that dioptric holophotes should be substituted for the present lights, and that new lanterns with diagonal astragals should be provided.

We cannot leave the subject of the Tay lights without stating that we have seen no lighthouses in more admirable order than those under the charge of the Trinity House of Dundee.

Tay Buoys and Beacon.—The buoys of the Tay, under the charge of the Trinity House of Dundee, are 14 in number, and duplicates of each are always in store, with spare chains and sinkers.

The buoys vary from 9 to 20 feet in length, some being of timber, and others of iron. The average depth of water in which they are moored is four fathoms at low water, the fairway buoy being in eight fathoms. The chains of the ordinary buoys are of 1-inch iron, and 15 fathoms in length, that in the fairway having 1½-inch chain of 30 fathoms. The sinkers, which are of cast iron, are from 12 to 18 cwt. They are painted once a year, red on starboard side, and black on port side. The fairway buoy is striped horizontally black and red. Buoys when adrift are generally, weather permitting, replaced within 24 hours after discovery.

Beacon on Lucky Scalp.—A substantial tower of masonry painted red, the top of which is about 50 feet high above high water, has been erected on the Lucky Scalp Rock.

Ferry Port on Craig Lights.—There are here three lights, showing red, blue, and white, respectively. The reflectors are of the most imperfect kind, and from want of polish are altogether useless. There are no spare red panes. These lights and lanterns should be renewed.

Broughty

Broughty Ferry Lights.—Two of these lights are white, and the other blue. The apparatus is wholly useless, and ought to be renewed and placed in new lanterns.

New Port Lights.—The lights, three in number, are white, and from gas. The reflectors are in good order, and well kept, the most landward is of silvered glass. The reflectors do not act properly, but as the distance at which they have to be seen is very small, and the apparatus is in good order, we do not propose to make any change.

New Port Ferry Craig Lights.—Two lights, one red, and the other white. The apparatus consists of parabolic reflectors made of facets of mirror glass, the red light being in good order; but the white one was very dirty. It was, however, explained that the white one was not at present in use. The reflectors are so placed in reference to the burners as to be nearly inoperative, and should be readjusted.

Dundee Harbour Lights.—Two lights, one red and white, the other red, from gas, exhibited nightly. The inner light is shown from a tower of masonry elevated 24 feet above high water, and the outer one from a lamp-post elevated 15 feet above high water. The apparatus consists of a combination of parabolic stripes, with a spherical mirror, but they are quite worn out and rendered nearly useless. These lights were formerly used as leading lights, but owing to the channel having been filled up by sand banks, it was stated that they are no longer required for that purpose, and from vessels lying in front of them they are rendered nearly useless.

We beg to recommend, if no leading light be now required, that there should be only one light shown from a point 25 feet east of the pierhead, and that the stone tower should be removed to that station, and that the apparatus should be renewed.

St. Andrews.—Two lights exhibited nightly, one green and white, and the other white, from gas, elevated about 30 feet and 100 feet respectively above high water. The lower light on the pierhead has no fixed reflector, and is altogether inadequate, and is much complained of. It is often found impossible to light it, and it has frequently been extinguished. There ought to be a proper tower and apparatus erected here. The high light is supplied with a quadrant of Fresnel's small fixed light apparatus, but it is in a very dirty state. We beg to recommend that the high light should be fitted with a spherical mirror and a parabolic dome, and that the spare light be condensed.

Crail.—Two lights, one red and the other white, from gas, shown from stone towers. They are only exhibited from 1st August to 30th April. The reflectors are out of shape and wholly useless. We beg to recommend that new apparatus be provided.

Cellardyke.—A red light, from gas, with plane mirror, so placed as to be useless. There is no spare glass, and a better reflector is wanted.

East and West Anstruther.—The leading lights here, which are only of a temporary nature (as new apparatus will be furnished when the new harbour is made) are from gas, with tin reflectors.

A small beacon, about six feet above high water, has been erected on the Skelly Rocks, near the mouth of the harbour. The upright is of wood, and is supported by iron rods.

Pittenweem.—Two red lights, produced by stained glass, from gas, elevated 25 feet and 72 feet respectively above high water, and exhibited from 15th May to 15th July. There is no apparatus. There is no spare red glass; and when it was last broken, a fortnight elapsed before it was replaced. The low light has often been extinguished, and on one occasion a vessel was stranded in consequence. A proper tower is required for the pierhead, with new apparatus, which the Harbour Trustees are now taking means to procure.

St. Monance.—Two lights, one red and the other red and white, from gas. There is no spare glass. The reflectors are of improper shape, and altogether useless; and we recommend new apparatus to be substituted for them.

Buckhaven.—A white light, from gas, elevated 24 feet above high water. The

apparatus is holophotal, consisting of paraboloids, lenses, and plane mirrors. Shown from a substantial iron tower, erected by the fishermen in 1854. We beg to state that the apparatus was found in a miserably dirty and neglected state, and one of the lenses is injured, and the keeper was at sea. All that is required here is care and attention to the apparatus. There is also a green light, shown at half-tide, to indicate when boats can enter the harbour.

West Wemyss.—A red light, from gas, elevated 12 feet above high water. The reflector is improperly placed, and useless. The light is only exhibited from half-flood to half-ebb. New apparatus should be provided.

River Clyde Lights.—The lights under the charge of the Clyde Trustees are five in number, buoys 11 in number, and beacons 84 in number. The Cumbrae, Cloch, and Toward Point Lights are under the charge of the Cumbrae Lighthouse Trustees. The lights are exhibited nightly.

Dumbuck.—A white light, from oil, elevated 21½ feet above high water springs, shown from a stone and brick erection. There is no apparatus; the light consisting only of two Argand burners. We think that a new lantern with diagonal astragals should be erected on the top of the present tower, and a proper dioptric light procured.

Garmoyle Floating Light.—A white light, from oil, shown from a lantern hoisted on iron rods in a light-ship, at an elevation of 31 feet. There is no apparatus. A larger lantern and apparatus should be provided.

Cardross Light.—A red light, from paraffin oil, shown from a tower, and is elevated 22¼ feet above high water. The apparatus is 5th order dioptric, with spherical mirror. The burner ought to be re-adjusted and securely fixed.

Portglasgow Perch Light.—A white light, from gas brought from the shore, shown from a tower, and is elevated 25 feet above high water. The apparatus is 4th order Fresnel dioptric. The burner here ought to be properly adjusted and fixed, and a new and stronger stand pipe supplied. In other respects the light is satisfactory. The light might, however, be improved, by being condensed towards the north.

Port Glasgow Quay Light.—A white light from gas, elevated 31 feet above high water, and shown from a cast-iron tower. The apparatus is a portion of a small dioptric holophote, with zinc spherical mirror behind. The mirror is in very bad order; but in other respects the light is in a satisfactory state.

Clyde Buoys and Beacons.—The fairway buoys on the Clyde, under the jurisdiction of the Clyde Trustees, are 11 in number, made of timber eight feet diameter at top, tapering to the bottom, and 10 feet long. They are moored to stone blocks weighing a ton, sunk in the bed of the river, and in some cases to a screw mooring, with 1¼ to 2¼-inch cable, and short-linked chain from 40 to 50 feet in length. The buoys are moored in about 9½ feet at low water, and are painted black on port side coming up the river and red on starboard side.

There are 84 beacons or perches under the jurisdiction of the Clyde Trustees. Some are of masonry, with wooden crosses on the top; others are irregularly built, with barrels, or timber crosses, standing above the stones. They are painted similar to the buoys.

Greenock Tail of Bank.—There are two leading lights for showing the tail of the bank, and are under charge of the Greenock authorities. There are 12 burners in the low light, with a red semi-cylindrical glass, and one burner in upper one. There is a very needless expenditure of gas here, which could be saved by having proper apparatus, which we beg to recommend.

Cloch Lighthouse.—A white light, exhibited nightly, from oil, shown from a tower of masonry, and is elevated 80 feet above high water. The apparatus consists of nine 25-inch parabolic reflectors. This light is under the jurisdiction of the Cumbrae Trustees, and was renewed lately. It is much to be regretted that dioptric apparatus was not substituted for the reflectors, when the light was renewed, as it would have cost less, consumed less oil, and given a more equal light. Some of the reflectors and burners require to be readjusted. The apparatus was found in a very excellent state of polish.

Toward Light.—A revolving white light, showing a flash every 52 seconds from

from oil, exhibited nightly, is shown from a power elevated 56½ feet above high-water. The apparatus consists of three holophotalized parabolic reflectors. This light, which is also under the jurisdiction of the Cumbrae Trustees, was found in excellent order.

Cumbrae.—A white light from oil exhibited nightly, elevated 115 feet above highwater, and is shown from a tower of masonry. The apparatus is Fresnel Dioptric of the second order, with zinc spherical reflector. All the parts of this light, which is also under the Cumbrae Trustees, were found in good adjustment, as well as in excellent order.

The buoys under the charge of the Cumbrae Lighthouse Trustees are nine in number; six of them are constructed of wood, and are about 7½ feet long by 4 feet 4 inches, and three of iron, about 7½ feet by 4¼ feet. The sinkers are about 25 cwt., moored by 1¼-inch chain, and are painted black on port side, and red on starboard.

The beacons are five in number, painted similar to the buoys, three of them being of masonry surmounted by crosses, and two of wood built up with stones; the heights are 22, 24, 31, 33, and 36 feet, respectively.

Rothesay.—Two lights, one red, and the other green, from gas. There is no apparatus. There is an unnecessary waste of gas here for guiding vessels, but it was explained that the light was wanted for the quays.

Campbeltown.—Two lights, one red and the other green, from gas. There is no apparatus, and no spare coloured glass on hand, which ought to be supplied.

Stranraer.—Two white lights, from gas, consisting of numerous gas jets, with silvered glass reflectors. The consumption of gas is unnecessarily large for shipping purposes, but it was stated that the light was needed for the quays.

Portpatrick.—A white light, from oil, exhibited nightly, elevated 40 feet above highwater, shown from a tower of masonry at landward end of pier. The apparatus consists of 270° of a small Fresnel beehive (5⅞-inch radius). The lamp is shaky, and should be renewed.

Whithorn.—A beacon, rising 40 feet, is erected on the Screens Rock. It consists of an iron rod six inches diameter, tapering to three inches at the top, and seems to answer its purpose very well.

Kirkcudbright.—This light shows white down the Channel, and red across it, for indicating the proper anchorage, and is from oil. It is exhibited nightly, and is 25 feet above highwater, erected on a pole, and is so placed as not to admit of being properly cleaned. Some time since one of the three burners was accidentally extinguished. We think this light is a very useful one, and suggest that proper apparatus should be procured and exhibited from a lantern of proper size. There are in the River Dee three beacons of timber, and two buoys on the port side, which should be painted black instead of white as at present. The beacons are 14, 10, and 15 feet above highwater springs.

Annan Foot.—A white light. The apparatus consists of two truncated parabolic reflectors, one tinned, and the other of plated copper, with a spherical reflector behind. There are no fixtures for burners, and the apparatus is shaky. The light is only shown from half-flood till half-ebb. We recommend that a new apparatus should be provided.

Isle of Man.

Ramsay.—A red light, produced by red glasses from oil, exhibited nightly, elevated 18 feet above high-water, and shown from a tower. The reflector is dirty and insufficient. The burner was loose and out of position, and there is no fixed guide for pointing the reflectors. A new dioptric light is required here.

Douglas.—A white light from oil, exhibited nightly, elevated 25 feet above highwater, and shown from a tower on the pierhead, by parabolic reflectors. The reflectors here are out of order, and there are three wicks in each reflector.

There is no fixed guide for directing the axes of the reflectors. Dioptric condensers should be provided for this station.

Castletown.—A red light, produced by red lamp-glasses, from oil, exhibited nightly, elevated about 25 feet above high water, and shown from a tower on pierhead. The apparatus consists of a parabolic reflector, composed of facets of mirror-glass, which is out of adjustment, and the lamp loose. New apparatus is required here with red muffles instead of red chimneys.

Port St. Mary.—A white light from oil, elevated 25 feet above highwater, and shown from a tower on pierhead. The apparatus consists of a reflector same as Castletown. New apparatus should be got for the light.

Derbyhaven, Fort Island.—A white light from seal oil, exhibited from 10th August to 10th October, elevated about 60 feet above highwater, and shown from a tower. The apparatus consists of a 21-inch reflector in tolerable polish, but it has three wicks instead of one placed in the focus, and the whole apparatus is loose and out of order. A new apparatus ought to be provided.

Derbyhaven Pierhead.—A white light from seal oil, exhibited nightly, elevated 13 feet above highwater. There is no apparatus. We think that some apparatus here is desirable.

Peel.—A white light from oil, exhibited nightly, elevated about 20 feet above highwater. The apparatus consists of two reflectors of facets of mirror glass, 19 inches diameter. The burners are loose, and there are no means of directing the axes of the reflectors. The reflectors were tolerably clean. New apparatus should be provided.

The general conclusions to which we have been led, by the information obtained in carrying out the remit of the Commissioners, so far as we have been enabled to overtake it during the past season, are embraced in the following notes:—

I. *The advantage of the Dioptric over the Catoptric System.*—Although due notice was previously given of each inspection, it was found that in the great majority of instances where metallic reflectors were employed they had not been properly polished, and in some cases the defect of polish was such as to render the reflectors wholly useless. In Government establishments, where there is a proper staff of keepers, the organization is such as to furnish a sufficient guarantee for the high polish of metallic reflectors; but in Harbour Lights, where there is only one keeper, and his services only periodic, and often irregular, it seems to be seldom possible to preserve reflectors in proper order. It appears to us, therefore, that dioptric apparatus adapted for the special requirements of the different localities, and constructed on the very small scale which has lately been proposed, would be found much more suitable than reflectors for harbour lights, and should be used where new apparatus is wanted.

II. Owing to the frequent extinction of harbour lights by the wind and spray, many instances of which were reported to us, we think that in all very exposed situations, the light should be shown from small towers of iron, brick, or stone, as may be found cheapest, and not from hand-lanterns hoisted on poles, as is frequently the case.

III. Where coloured lights are used, there should be always on hand spare coloured glass for replacing any that may be broken. When any accident occurs to the glass of such harbour lights as are far removed from towns, where alone a supply can be had, the character of the light may, for many days, be changed from red or green to white before a new supply of coloured glass can be procured. Where there is not constant watching kept up during the night, which is very rarely the case, panes of coloured glass or coloured muffles for enveloping the chimneys should be used, and not coloured chimneys, which from being so near the flame are much more likely to break in absence of the keeper, and thus to change the character of the light.

IV. There ought to be spare panes of glass for re-glazing the lantern in case of breakage.

V. There ought to be always kept at hand a spare lamp and a proper supply of muffles, chimneys, wicks, &c.

Where

Where gas is used there ought to be a water-tap fixed at the lowest part of the pipe, and the water should be frequently let off, and not allowed to accumulate, especially during the winter months. The burners or gas jets should be frequently renewed.

VI. In order to prevent dust, the interior of the towers should be oil-painted, and the floors of lanterns should be covered with oilcloth.

VII. Harbour Trustees and Commissioners should be recommended to appoint, periodically, one or more of their number to inspect the light-rooms, and to see that the lights are properly looked after. Where, as is too generally the case, no one enters the light-room for months, or years, it can hardly be expected that the keepers will take much trouble in keeping things right.

VIII. As there is much ignorance regarding the manner of trimming lamps and cleaning apparatus, as well as great variety in the substances used for polishing reflectors, &c., we recommend that printed General Instructions should be issued to every harbour light, and hung up in each light-room. We have appended to this report such a Form of Instructions as we think generally applicable.

The remaining Harbour Lights still requiring to be inspected are 25 in number, and the inspection of these will, it is hoped, be accomplished next season.

(signed) *D. and T. Stevenson.*

Edinburgh, 18 Nov. 1863.

Appendix, No. 1.

QUERIES as to Harbour Lights, Beacons, and Buoys, of *Scotland* and the *Isle of Man*, submitted by the Commissioners of Northern Lighthouses.

Lighthouses.	Answers.
1. Date of first exhibition of light?	
2. Object of light; general, or local, or both?	
3. Is light exhibited permanently or temporarily; when is it lighted, and at what time extinguished in the morning?	
4. Characteristic of light, coloured or white; and if coloured, how is the colour produced?	
5. Kind of apparatus?	
6. Height of centre of light above high-water spring-tides?	
7. How watched—constantly or periodically?	
8. What kind of oil is burnt?	
9. Has light ever been accidentally extinguished, and, if so, when and from what causes? If lighted with gas, is supply steady and sufficient?	
10. If not constantly watched, is flame found high or low, with red wick, in the morning before extinguishing?	
11. Is ventilation good, or is lantern often wet with water arising from condensation?	
12. How far has light been seen at sea?	
13. Has light ever been complained of by sailors?	
14. Has lantern ever been injured by vessels entering harbour?	
15. Has lantern ever been injured by sea?	
16. Has keeper ever been prevented, by stress of weather, from visiting light?	
17. How high does spray rise during gales at lighthouses?	
18. How often is apparatus cleaned, and how is it done?	
19. What materials are used for cleaning?	
20. What supply of oils and wicks, &c. are kept in store, and from whom obtained? State the amount in store at present, where kept, and are they of good quality?	

LIGHTHOUSES—*continued.* ANSWERS.

21. What kind of oil is used; and does it ever freeze, or become too thick during winter?
22. How many lamp-glasses were broken last year?
23. What supply of lamp-glasses is at present on hand, and from whom obtained?
24. Are there any duplicates on hand for producing coloured light?
25. Does light show sufficiently near the pierhead, and what are the bearings of the light?
26. Have any wrecks occurred during last five years in taking the harbour by night; and if so, from what alleged cause?
27. Is there any plan of harbour? If so, furnish a copy showing bearings of light, and positions of beacons and buoys.
28. How many boats or vessels have been in harbour at one time, and how many will harbour hold?
29. State height of burner below axis or centre of apparatus, also diameter of burner.
30. Are there one or more lights?
31. Is light on a tower or on a pillar?
32. What is the total quantity of oil and wicks used per annum, and if of gas, furnish copy of gas company's receipt?
33. Has any improvement of light ever been suggested?
34. Has lightkeeper any other occupation?

BEACONS.

1. Name of rock or rocks on which beacons are placed?
2. Height of general level of rock above low-water of ordinary spring-tides?
3. Height of top of beacon above high-water ordinary spring-tides?
4. Rise of ordinary spring-tides?
5. Date of erection of beacon?
6. Has beacon ever been injured; and if so, by vessels or waves?
7. Of what does beacon consist?
8. Was any former beacon destroyed by sea or vessels; if so, when?
9. Is beacon painted; and if so, how often?
10. Is it always painted the same colour; and if so, what?
11. Is beacon sufficiently conspicuous, and have any complaints been made by sailors?

BUOYS.

1. State dimensions of each buoy, and of what material constructed, with size and length of chain, depth of water in which it is moored, weight of sinker.
2. How often are the buoys painted, and state colour of each, and whether the same colour is always adopted for each?
3. When was buoy last adrift, and what time elapsed until it was replaced?
4. Have buoys ever been removed by the force of sea?
5. Is there one or more spare buoys with chains and sinkers?
6. Is object of buoy for warping vessels out of harbour, or for indicating local danger?
7. Has buoy ever been complained of.

NOTE.—Please fill up this List of Queries, so far as is possible and applicable, and retain it till asked for on the Visit of Inspection.

Appendix, No. 2.

DIRECTIONS for Keepers of Harbour Lights in *Scotland* and the *Isle of Man*, drawn up by Messrs. *D. and T. Stevenson;* submitted to, and approved by, the Commissioners of Northern Lighthouses, under the Act 25 and 26 Vict. cap. 63.

Great care should be bestowed in keeping everything connected with a Lighthouse in proper efficiency. The optical apparatus, consisting of glass lenses and prisms, or metallic reflectors, suffers materially from the effect of dust in injuring its polish, and the proper burning of the lamps is impaired by a want of due attention to their cleanliness, and the state of the wicks. The tower, light-room, and apparatus ought all to be kept scrupulously clean. The following general directions may be found useful.

Metallic Reflectors.—In lighthouses where metallic reflectors are employed, they should always be carefully dusted with a feather or other fine brush before being burnished, and particular care should be taken that the chamois skins used in rubbing them be perfectly free from damp, dust, or gritty particles. To insure this the skins should be always kept in a close case or box. Without such precautions the attempts to polish will only tend to scratch the reflectors.

The great art of keeping reflectors brilliant consists in the daily, patient, and skilful application of manual labour in rubbing their surfaces with three different chamois skins, beginning at the centre, and gradually working outwards with a circular motion of the hand. The first chamois skin should be lightly dusted with prepared rouge of the finest kind, kept in a small double bag of muslin. The second and third should have no rouge, and the third should be done in a light and quick manner. No damp or wet substance should ever be applied to silvered reflectors.

If spare silvered reflectors have long lain unused, and have consequently become covered with a thick and dark coating of oxide, rouge mixed with olive oil may first be applied to remove the film of oxide, after which dry rouge should be dusted on, and the reflector polished in the usual manner with a dry and soft chamois skin. Where the reflectors are of zinc or brass, use the finest kind of rotstone, which should be obtained in lumps and scraped down as required, and used with water. The reflectors should be afterwards rubbed with fine whiting, which will of itself be sufficient in ordinary cases.

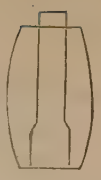
Glass Lenses or Prisms.—Where glass lenses or prisms are used, they should be made clean every day, being first cleared of dust by a feather or other soft brush, and then rubbed, with a soft chamois skin, free from anything that would injure the polish of the glass. If the glass becomes greasy, it should first be washed with a linen cloth steeped in methyllated spirit of wine; thereafter carefully dried with a soft and dry linen rubber, perfectly free from all dust or gritty particles, and finely rubbed with a fine chamois skin. The rubbers used for the glasswork must also be free from grease. It may sometimes be necessary to use a little fine rouge, with a chamois skin, for restoring any deficiency of polish which may occur; but in well-managed dioptric lighthouses this application will seldom, if ever, be required.

The Argand Oil Lamps with Fountains.—The brasswork of the lamps is to be kept clean by polishing with fine rottenstone. Great care should be taken that the lamps are accurately in the focus of the illuminating apparatus, and that the flow of oil is such that a proper height of flame is maintained. If the parts should become loose, a skilled artificer should be employed to rectify the defect. If the flame cannot be maintained to the standard height, the keeper should immediately examine whether or not this is due to want of cleanliness of the burner, want of proper flow of oil, or any imperfection in the wicks or oil, or the draft of the lamp chimney.

The wicks should be gradually raised, during the first 20 minutes of burning, to the level of $\frac{1}{4}$ inch above the burners—a height which should not be exceeded. The oil should be turned on 10 minutes before the time of lighting. These Argand Lamps are generally "coaled" once during the night, when colza oil is used, but they require it oftener with sperm. A sinking of the flame is the indication that it is required. In preparing the wicks for lighting they must be cut perfectly smooth and level, and after being used a night the charred part must be cut away before they are relit.

Spare Lamp.—Where there is but one reflector or lens light, a spare lamp, ready trimmed and made to fit accurately to the proper focus, ought always to be kept in the light-room, in case of accident to the regular lamp.

Glass Chimneys.—A full supply of glass chimneys should be kept in the tower. They ought always to be made of the proper lighthouse form. If they should become discoloured, they may be made clean with a wet cloth and a little soda or common salt, great care being taken to wash them in *warm* water, as the adherence of salt to the glass is apt to occasion breakage after lighting.



Coloured Lights.—When red or green lights are shown, the effect should be produced by coloured flat panes, or by coloured glass muffles, which are cylinders placed outside of the glass chimneys. The coloured light ought never to be produced by a common coloured glass chimney, unless the keeper watches constantly all night; because if the glass chimney were to break during the night the light would change its colour, and show white. A proper reserved stock of coloured panes or muffles ought always to be on hand in the tower.

Apparatus.—In all cases, whether the apparatus be of glass or metal, it should be fixed "dead" to some permanent fixture in the light-room or the lantern, so that the axis of the beam of light will always point in the desired direction.

Windows.—The windows of the lantern should be made clean regularly every day, and washed with water when necessary, to remove sea-spray or other obstructions to the passage of the light, and for the same reason they should be rubbed during the night if they become obscured by condensation or "sweating." The keepers should take care, by having a sufficient number of apertures fitted with tubes in the lantern, to admit a sufficient supply of air to insure the proper burning of the lights, and prevent condensation. Spare panes, cut to the proper size to suit the astragals, should always be kept on hand in case of accident.

Tower.—The inside of tower walls, stair, and light-room should be painted with white lead, and ought to be kept as free as possible from sandy particles or dust, and should be frequently swept down and washed. The floor of the light-room should be covered with oilcloth, to prevent the lodgment of dust. There ought never to be more than two persons allowed in the light-room at the same time, and the tower door should be always kept locked when the keeper leaves.

(signed) *D. and T. Stevenson.*

Edinburgh, 18 November 1863.

Excerpt from Report, dated 18 November 1863, made to the Commissioners of Northern Lighthouses by Messrs. *D.* and *T. Stevenson,* their Engineers, on the Harbour Lights of *Scotland* and the *Isle of Man*, in so far as the same contains General Conclusions for the information of Harbour Trustees or others in charge of Harbour Lights.

1. *The advantage of the Dioptric over the Catoptric System.*—Although due notice was previously given of each inspection, it was found that in the great majority of instances where metallic reflectors were employed, they had not been properly polished, and in some cases the defect of lustre was such as to render the reflectors wholly useless. In Government establishments, where there is a proper staff of keepers, the organisation is such as to furnish a sufficient guarantee for the high polish of metallic reflectors; but in Harbour Lights, where there is but one keeper, and his services only periodic and often irregular, it seems to be seldom possible to preserve metallic reflectors in proper order. It appears to us, therefore, that dioptric apparatus (consisting of lenses and prisms of glass), adapted for the special requirements of the different localities, and constructed on the very small scale which has lately been proposed, would, for harbour lights, be found much more suitable for acting on the front rays than metallic reflectors, and should be used where new apparatus is wanted.

2. Owing to the frequent extinction of harbour lights by the wind and spray, many instances of which were reported to us, we think that in all very exposed situations, such as pierheads, the light should be shown from small towers of iron, brick, or stone, as may be found cheapest, and not from hand-lanterns hoisted on poles, as is frequently the case.

3. Where coloured lights are used, there should be always on hand spare coloured glass for replacing any that may be broken. When any accident occurs to the glass of such harbour lights as are far removed from towns, where alone a supply can be had, the character of the light may, for many days, be changed from red or green to white, before a new supply of coloured glass can be procured. Where there is not constant watching kept up during the night, which is very rarely the case, panes of coloured glass, or coloured *muffles*, for enveloping the chimneys, should be used, and not coloured chimneys, which, from being so near the flame, are much more likely to break in the absence of the keeper, and thus to change the character of the light.

4. There

4. There ought to be spare panes of glass for re-glazing the lantern in case of breakage.

5. There ought always to be kept at hand a spare lamp, and a proper supply of muffles, chimneys, wicks, &c.

6. In all cases where there is but one keeper, and the watching periodic, gas is to be preferred to oil, care being taken that water-taps are placed at all low parts of the pipe.

7. In order to prevent dust, the interior of the towers should be oil-painted, and the floors of the lightrooms should be covered with oilcloth.

8. Harbour Trustees and Commissioners should be recommended to appoint, periodically, one or more of their number to inspect the lightrooms, and to see that the lights are properly looked after. Where, as is too generally the case, no one enters the lightroom for months or years, it can hardly be expected that the keepers will take much trouble in keeping things right.

9. As there is much ignorance regarding the manner of trimming lamps and cleaning apparatus, as well as great variety in the substances used for polishing reflectors, &c., we recommend that printed general instructions should be issued to every harbour light, and hung up in each lightroom. We have appended to this report such a Form of Instructions as we think generally applicable.

LIGHTHOUSES, &c.

REPORTS to the Board of Trade by the St. Ives Harbour Commissioners of the Results of their Inspection of the LOCAL HARBOUR LIGHT at *St. Ives, Cornwall*; by the Trinity House of *Deptford Strond* of the Results of their Inspection of LOCAL LIGHTHOUSES, BUOYS, and BEACONS under the Jurisdiction of the Carnarvon Harbour Trustees; and, by the Commissioners of Northern Lighthouses of the Results of their Inspection of LOCAL LIGHTHOUSES, BUOYS, and BEACONS in *Scotland* and in the *Isle* of *Man*.

(*Presented pursuant to Act* 25 & 26 *Vict. c.* 63, *s.* 43.)

Ordered, by The House of Commons, *to be Printed,*
29 *February* 1864.

Under 2 *oz.*

LIGHTHOUSES, &c. (IRELAND).

COPY of Report to the Board of Trade by the Port of Dublin Corporation of the Results of their Inspection of Local Lighthouses, Buoys, and Beacons in *Ireland*.

(*PRESENTED PURSUANT TO ACT* 25 *&* 26 *VICT.* c 63, *s.* 43.)

Ordered, by The House of Commons, *to be Printed*,
18 *April* 1864.

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REPORTS by the PORT of DUBLIN CORPORATION on Inspection of the several LIGHTS, BUOYS, and BEACONS under the Jurisdiction of LOCAL AUTHORITIES in *Ireland*, 1864.

GENERAL REPORT.

Ballast Office, Dublin,
7 April 1864.

Sir,

I HAVE the honour to acquaint you, for the information of the Lords of the Committee of Privy Council for Trade, that the Board having had under their consideration the 43d clause of the "Merchant Shipping Act Amendment Act," 1862 (25 & 26 Vict. c. 63), directed the Inspecting Committee to take immediate measures to inspect the lights, buoys, and beacons under local jurisdiction and authority of the several ports in Ireland; and that Committee having deputed two of their members, viz., Sir James Dombrain and Robert Callwell, Esq., to proceed on that service, I am now directed to bring under the consideration of their Lordships, in a general Report, the results of their inspection.

The deputation, previous to leaving Dublin, forwarded to each of the ports about to be visited, a list of queries which will be found in the Appendix (A), attached hereto, and which so much facilitated their inquiries as to render explanations on the spot easily understood; and it is gratifying to be enabled to state that, on the whole, they found the measures adopted for the improvement of the navigation of the ports in Ireland generally satisfactory.

The inspection by the deputation commenced at *Cork*, where the lighting, buoying, and marking has been most judiciously carried out; the only improvements suggested at that port as regards the lighting or marking would be a more powerful description of lamp and reflectors in the lighthouse.

At *Waterford* there is not any light, but buoying and marking appears neglected and deficient; and the same observation applies to the port of *New Ross*.

At *Wexford* great improvements have been effected in marking and buoying, and more contemplated; and the Harbour Commissioners have it under consideration to place two lights there, for guidance of vessels over the bar, at night.

At *Drogheda* the lights are, with the exception of those at the adjoining port of Dundalk, of an unusual description, being lanterns hung upon hooks attached to the sides of the beacons (which serve as guides by day), and when once lighted are allowed to burn out without further attention.

At *Dundalk*, in like manner, there are several beacons to mark the channel by day, and at night, from the top of certain beacons, lights are placed, which are, as at Drogheda, allowed to burn out.

At *Carlingford* there are no lights under local jurisdiction, but there are several buoys and some sticks, called perches, placed by Lord Clermont, who levies dues on all vessels entering the lough, but who considers, as shewn by his letter (Appendix B.), that it is not compulsory on him to mark the lough, or give any equivalent to the trade for the dues so levied.

At *Strangford Lough* there are no lights, but the beacons and marks are well placed, and carefully maintained. They are under the jurisdiction of Lord De Ros, and Captain Nugent, who receives tolls from all vessels anchoring in the Lough. *See* their letters (Appendix C).

At *Belfast* the lights and beacons appear to be most judiciously placed; but the deputation were of opinion that the description of lamps and reflectors might be greatly improved.

Londonderry.—The deputation were of opinion that the lights were well placed, and, with one exception, in good order; but they have expressed an opinion that a lighthouse instead of a lightship should be placed where that vessel is now lying.

Sligo.—There are no lights under local jurisdiction; the Channel, however, from Oyster Island (where two lights are maintained under the authority of this Board, is well and carefully marked.

Ballina.—The jurisdiction of the Harbour Commissioners at this port extends only as far as the bar at the entrance of the Moy River; and as it is only accessible in daylight, and subject to frequent changes, after heavy falls of rain by freshes from the loughs above, the deputation were of opinion it is sufficiently marked.

Westport.—This port has not any light; but the Channel, from Innislyre to the quays, a distance of about five miles, is marked by perches and warping-buoys, which appear sufficient for the trade of the port.

Galway.—There is no light, mark, or beacon under the jurisdiction of the Harbour Commissioners, to mark the entrance to or anchorage at this port.

The *River Shannon.*—Since the correspondence with the Lords of the Committee of Privy Council for Trade, so far back as 1861, no steps have been taken to mark this extensive estuary; but this Board having been informed it was the intention of the Commissioners of Public Works to undertake that service, they lost no time in putting themselves in communication with them. It would appear that it is not their intention to mark that estuary beyond a short distance from Limerick; and as it will be seen by the inspector's report hereunto annexed, that such marking would be wholly insufficient, this Board purpose bringing the subject again under their Lordships' consideration as soon as the Board of Works have completed all they have purposed doing at that port. *See* Appendix (D).

The foregoing is a brief abstract of the reports of the deputation, copies of the originals having been transmitted to each local authority for their information as required by the Act, and copies are herewith forwarded for their Lordships' information.

The deputation have further reported that at all the ports visited by them, the greatest anxiety was shown by the authorities to aid them in the execution of this duty, and in offering the following observations and suggestions, they are actuated by a desire to see the improvements which they deem necessary fully carried out, so far as local jurisdiction as to management is concerned, but there are some matters which the deputation are desirous of pointing out in which it would appear that some aid should be given to mark approaches to harbours out of the jurisdiction of any local authority, and which would be of great service to the general commerce of the country; this subject they have stated they purpose bringing forward in a separate report.

The deputation commence their observations as to the improvement of sundry matters under local jurisdiction. They state, that in the first place that the lights in several cases are very deficient in brilliancy, at Cork for instance; at Black Rock the reflectors are quite worn out, and that at the other lighthouses on piles, the thick glass nearly approaching to bulls-eyes must necessarily absorb a considerable portion of the light. The engineer, Sir John Benson, fully admitted these defects, and stated they should receive immediate attention.

At Drogheda the lights are, as already stated, mere lanterns attached each night to beacons, and receive no further attention. The officers of the port who attended the deputation, stated they were sufficient for the purpose, and no complaints had been made, but still it appeared to the deputation that it must be subject to some risk. A similar observation will apply to Dundalk, only that the lanterns there are placed on the top instead of the side of the beacon as at Drogheda.

At

At Belfast one light was semidioptric, and was in most perfect order; the other lights were lamps of very weak power, and are susceptible of great improvement.

At Derry the lights were hollophotal, constructed by Messrs. Stephenson, and were the best the deputation had seen, and they were assured they were of great power and brilliancy.

The next subject brought under the notice of the Board by the deputation, is the inadequacy of pay, and the class of persons entrusted with the management of the lights. At Cork one lighthouse (Black Rock) was in charge of a woman, and two other lights, of very old men with very low wages. At Derry, one lighthouse was in charge of an old woman, and another was in charge of a man where the dirt and filth was most discreditable. This may, in a great measure, be accounted for by the toleration of a system which must be most injurious to the efficiency of any establishment.

It appears from the report of the deputation, that any man receiving an appointment from the Harbour Cammissioners is allowed to sublet it, and that this is done again by the new occupant, so that where a man is appointed at 12 *s.* or 14 *s.* a week, it is not unusual to find after two or three sublettings, the actual occupant is only in possession of 7 *s.* or 8 *s.* per week.

With reference to the observations of the deputation as to the authority exercised over the harbours of Carlingford and Strangford, this Board are clearly of opinion it should be ascertained whether the parties claiming dues from vessels anchoring in these loughs are not bound to place safeguards to the navigation of those places. With respect to Strangford this has been most carefully attended to, but at Carlingford the marking is most deficient, and is, as will be seen by Lord Clermont's letter, already alluded to, not deemed compulsory by him.

The next subject to which the deputation have drawn the attention of the Board was the irregular system of distinguishing the buoys and beacons. Black and red are the principal colours, but they vary in the order in which they are placed; black being sometimes on the starboard hand, and red on the port; and as often the order is reversed. The authorities would, it appears, be ready to conform to a uniform system, should such be required from them.

In order to afford more easy reference to the observations on the several lights and marks in their reports of the various harbours, &c., the deputation have placed in the margin, sketches, showing the different lights and marks.

The deputation here conclude their observations on all matters relating to local jurisdiction or authority at the several ports visited by them, and the Board feel bound to express their thanks to those gentlemen for the satisfactory way in which they have discharged this duty.

Since this report was prepared, the letter in the Appendix (E.) has been received from the Waterford Harbour Commmissioners, which their Lordships will, no doubt, concur with this Board in deeming very satisfactory.

I have, &c.
W. Lees,
Secretary.

The Secretary,
Marine Department,
Board of Trade.

DETAILED REPORTS.

CORK.

The Sub-Committee appointed to proceed to Cork for the purpose of examining the lights, buoys, and beacons, under the jurisdiction of the Harbour Commissioners of that port, have the honour to state that on their arrival there they found every facility which that body could provide was ready, and placed at their disposal for the purpose of carrying out the objects of their inquiry. On Tuesday morning, the 26th instant., the engineer of the Harbour

Board, Sir John Benson, and Captain Clarke, kindly accompanied them in their steamer down to the entrance of the harbour. Your Committee had a most favourable opportunity of observing all the lights, buoys, and marks placed for the safe navigation of that space from the entrance of the harbour to the quays of Cork, a distance of fully 12 miles in extent, and the Committee have much pleasure in being enabled to report that, in their judgment, the Channel has been most effectually marked and defined; the general principle having been fully carried out, viz., of having black buoys on the starboard, and red buoys on the port side, from the entrance to the quays; and fairway buoys, black and white, in the vicinity of Queenstown.

With respect to the lights, the Committee are of opinion that much credit is due to the Commissioners for the judicious selection made by them of the positions in which they have been placed; however, your Committee are clearly of opinion that the lights may be greatly improved by alterations which they pointed out to Sir John Benson, in which he most fully concurred. It is quite true that the short distances between these lights render it unnecessary that they should be of a powerful character, but still much may be gained at a very trifling cost, by giving a stronger, and in all respects a better light, more especially useful in hazy or foggy weather.

DUNKETTLE & BLACK ROCK

The light at Black Rock is in charge of a young woman, and appears to be well kept and clean; those in the two Pile Lighthouses were in charge of men who appeared to be rather too old, and not so efficient as to be (in the opinion of your Committee) quite fit for the charge of so important an office. The two Upper Lights, viz., King's Quay and Tivoly, are ordinary gas lamps showing red.

The Committee have not deemed it necessary to explain, in detail, the various courses which are indicated by the lights and other marks to guide vessels through the several windings and intricacies in the Channel, but submit herewith a chart on which they have caused to be laid down all the lights, buoys, and beacons for that purpose.

The Committee cannot conclude their report without bearing their testimony to the great pains taken, and the care bestowed by, the Cork Harbour Commissioners by giving every facility in their power to the commerce of the place, and your Committee feel bound to thank the Harbour Board for the kindness and courtesy shown to them on this occasion, and for their ready desire to afford them all necessary information.

WATERFORD

In continuation of the report of your Committee of this date, they beg to state they proceeded to Waterford, and, through the kindness of Mr. William Malcomson, had a steamer placed at their disposal, in which they proceeded (accompanied by Mr. Stephens, engineer to the Harbour Commissioners) to the bar at the entrance of the Waterford river. They found that the centre buoy marking the bar had been recently sunk by a vessel running foul of it. On another spot, near that place, a pilot boat recently sunk had a buoy placed over it to mark the position of the wreck; the centre buoy still remained wanting. They then proceeded towards Waterford, and found the buoy to mark Duncannon shoal in correct position, and apparently in good order. On the port side they found the buoys marking the ridge of Drumroe Bank quite too small, and in such state from accumulation of seaweed and dirt as to render

render them scarcely distinguishable. From those buoys to the perch at Passage there is not any mark to guide vessels to the anchorage at Passage except that perch, and that is so very difficult to distinguish by night, owing to its being backed and obscured by the high land in its vicinity, that your Committee feel not any difficulty in urging the necessity of placing a small light on piles at the end of that spit. They submit, that the secure anchorage at Passage as an asylum harbour (being the only one between Queenstown and Dublin) is of much importance to the general commerce of the country; as a proof, they refer to the returns herewith submitted, showing the number of vessels which arrived and remained at the anchorage for safety during the years 1861, 1862, and 1863.

A reference to the Admiralty chart will also show that between Passage and Cheek Point, two buoys are laid down as marking the edge of Seedens Bank and the Committee observe that there are not any buoys there, nor has there been for many years, as they are informed. In proceeding up the river, they found the buoy intended to mark Bolton's Rocks has been for some cause or other shifted a considerable distance from its proper berth, and is now about a cable and half length out of position. Again, further up on the N. E. point of the little island, a buoy has in like manner been out of place by about the same distance. At the west end of the Ford Channel a buoy was some time since sunk, and has not since been recovered, nor has it been replaced by any other.

The Committee regret that they cannot report favourably of the state of the buoys, &c. in this port. They find that the system adopted by the Harbour Commissioners is ill calculated to ensure that efficiency which is so essential to the shipping interests of the port. They have been informed that there is not any regular and systematic supervision of the buoys and beacons, &c., but that it depends on the pilots of the port to report any changes they may observe in the position of the buoys or other marks, and thus there is not any individual responsibility on that head.

The Committee, therefore, submit that the Harbour Commissioners of Waterford be informed by the Board of the grave responsibility which rests upon them in allowing these great irregularities to exist, more especially with reference to the total absence of buoys, which are laid down on the Admiralty charts as marks and safeguards for vessels entering the harbours of Waterford and New Ross.

The new cut called the Ford Channel, now under the consideration of the Board of Trade, appears to be a most desirable and important measure; and as it appears that there is every probability of its being carried out, the Committeee do not think it necessary to make any remarks or observations as to the removing the rocks in the narrow and circuitous channel at the southern and western part of the little island.

NEW ROSS.

On leaving Waterford the Committee proceeded to New Ross, and had a favourable opportunity of observing the buoys laid down by the Harbour Commissioners of New Ross for the safe navigation of that estuary from Cheek Point to New Ross. The first buoy is laid down at a bank called the Pink, near to the bar of Cheek Point; this buoy is small, and, in the opinion of the Committee quite insufficient for the purpose, and it was fully a cable and half length out of its correct position. The second buoy at Pilltown was likewise too small and insufficient; the third buoy at Rochtown Bank was also about a cable and half length out of position; the fourth buoy, at Drumdowney Point, could scarcely deserve the denomination of a marking buoy, being so very small and inconsiderable. On the whole, the Committee are of opinion that not one of these buoys is fit or suited for the purpose intended, two of them being so long out of position shows a want of attention which the requirements of the port immediately demand.

WEXFORD.

On the 29th instant proceeded to Wexford, where Mr. Allen, one of the Harbour Commissioners, and Mr. Devereux, pilot master, accompanied your Committee in the harbour steamer down to the entrance of the harbour, and from thence to the Hantoon Channel, and round the Dogger Bank, and returned by the Eastern Car Channel into Wexford. All the buoys and perches as laid down in the Admiralty charts are correct, and in their proper positions, besides which, they observed several additional buoys laid down which are subject to frequent changes and alterations, owing to the shifting nature of the sands, which altogether changes the course of the bar (sometimes in a few hours), and, consequently, these cannot be laid down on the charts as permanent marks or guides.

Your Committee find that the pilots in this port are required to attend to the scraping, painting, and replacing of the buoys, which are very numerous.

The deputation now feel it necessary to draw the special attention of the Committee to the very unsatisfactory state of the buoys, &c., in the harbour of Waterford, and they submit whether the attention of the Waterford and New Ross Harbour Commissioners should not be immediately drawn to the subject with reference to sections Nos. 394 and 935 of the "Merchant Shipping Act, 17 & 18 Vict. c. 194."

DROGHEDA.

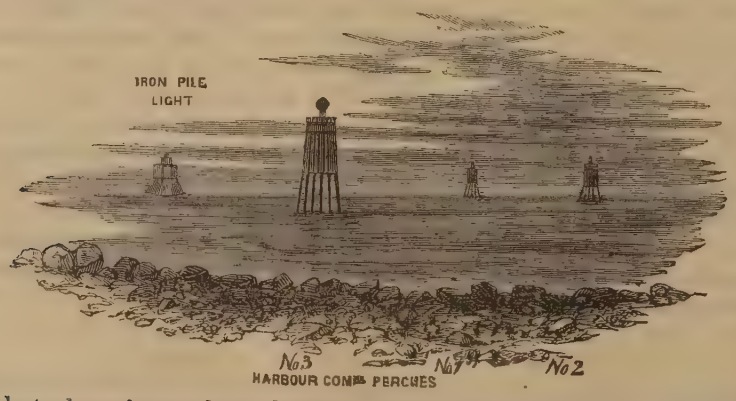
Great changes have been effected in the navigation of this river within a comparatively short period; maintaining walls have been built from the quays to its mouth, and beacons have been placed at suitable distances for the guidance of vessels to their anchorage; these beacons are large, very substantial, and built of stone; at certain places lamps are attached to them at night; these lamps are placed on hooks on the beacons at either side, so as to show either up or down the river, as occasion may require.

The Harbour Commissioners informed us that they had it in contemplation to place a light at a place which is at present marked by a buoy, now called the bar buoy, and near to a stone tower which they built on the starboard hand at the entrance of the river, by so doing they consider that the two lights belonging to this department would become unnecessary, but it is not proposed to discontinue the north light.

It was very satisfactory to perceive such judicious and valuable improvements taking place in a port of such limited resources.

DUNDALK.

This port is exceedingly difficult of access, the sands extending fully five miles to seaward from the mouth of the river; the entire of that space has been carefully marked with perches, as far as the Pile Lighthouse, which is under the jurisdiction of the Port of Dublin Corporation;



beyond that three buoys have been placed by the Harbour Commissioners for the purpose of more clearly defining the entrance; upon seven of these perches lamps

lamps are placed at night upon their summits, for which purpose a boat is employed; this boat proceeds at dusk, placing the lamps at their stations, which are left to burn out. These perches are all built substantially on timber piles, and are boarded for about 10 feet from the top to render them conspicuous. The ascent to the lamp is by iron ladders, the top being surrounded by strong iron rails, the centre having a socket in which the lamp is placed.

No. 7

OFF BALLYMASCANLON RIVER.

The officers of the Harbour Commissioners assured us that they were quite suited for the requirements of the place. Dredging is extensively carried on, and it is evident that with their limited means they are doing much for the navigation of the port. We were, however, enabled to suggest some alterations in their lamps, which we are satisfied will much increase their brilliancy.

NEWRY.

In a correspondence with the Board of Navigation of Newry we found that their jurisdiction did not extend beyond Warrenpoint, and that such lights as were exhibited were on posts by the owners of steamers for their own use at such times as they might require them; "the navigation company supplying posts and lamps, but not taking upon themselves responsibility as to their care, their bye-laws providing that vessels passing in their navigation at night should do so at their own risk."

Under these circumstances, we did not think it necessary to make further inquiry on that head.

From the entrance of the lough to Warrenpoint, the buoys and perches are under the sole jurisdiction of Lord Clermont, who claims dues from all vessels entering the lough. The perches are altogether inefficient, being scarcely distinguishable in the finest weather.

We think it desirable that his Lordship's attention should be drawn to this subject, when we have no doubt that he will either improve the perches or place buoys in lieu, outside of the dangers, if such should be practicable.

The buoys, with one exception (that off Greenore Point, which is much too small), appear to be well suited for the purposes intended.

STRANGFORD LOUGH.

There is not, properly speaking, any official controlling power or local Board for the management of this port. The dues payable by vessels anchoring in the lough are small in amount, and are received by Lord de Ros on the west side, and by Captain Nugent on the east; the perches and beacons, as stated in the accompanying list, Appendix (C.), being put up by them and supported at their expense, are well and efficiently maintained.

We found on inquiry that this lough is much resorted to as an asylum harbour, upwards of 700 vessels having taken refuge there during the year 1863, for safety solely.

On a former occasion the Committee of Inspection had under their consideration the propriety of placing a beacon on the "Pladdy Lug," a long and dangerous reef stretching out seaward on the starboard hand entering the lough. In the meantime, however, they found that Captain Nugent had placed a perch on that point; this we consider quite insufficient, and we would recommend that a beacon, similar to that on the north rock, should be placed on this point.

The growing importance of this lough as a harbour of refuge will be brought under the notice of the Committee of Inspection in a separate Report.

BELFAST.

We arrived at this port on the 15th, after our inspection of that of Derry, as detailed in our Report of the 13th instant; and having previously arranged with the Harbour Commissioners for the inspection of the lights, &c., under their control, and having through their courtesy and attention obtained the use of their steamer, we proceeded down, and to the entrance of the lough this day, and inspected and viewed the several lights, buoys, and beacons placed for the safe navigation of the port of Belfast.

The great improvements which have taken place in the port of Belfast are entirely due to the energetic and skilful management of the Harbour Commissioners of that port, formerly difficult of access, and now easily approached by the lights, buoys, and beacons which have been so judiciously placed for that purpose.

We are, however, of opinion that improvements which our experience has made us acquainted with might be most advantageously adopted for the purpose of giving greater brilliancy to the lights; and as the suggestions we made were at once acknowledged and appreciated by the engineer of the Commissioners, it is not necessary for us in this Report more particularly to point out what these suggestions were, more especially as that gentleman stated that he would not fail to bring them under the immediate notice of the Harbour Board. He also expressed a hope that on any future inspection we would find they had been fully carried out.

We would here remark that in our opinion the very low scale of wages granted to the light-keepers is not sufficient to insure an anxious, zealous, and careful discharge of the important duties entrusted to them.

In an interview we had with the Harbour Commissioners, they anxiously pressed on our attention a subject which has on several occasions been under the consideration of the authorities; viz. the removal of the light from Copeland to Mew Island; but as we do not think that matter comes within the scope of our present inquiry, we defer entering on the subject in this Report.

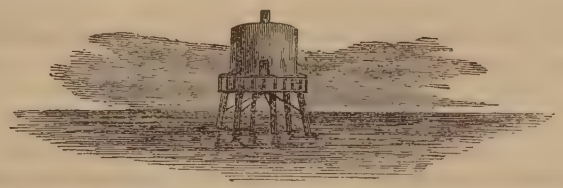
LONDONDERRY.

In continuation of our Report on the inspection of lights, buoys, and beacons under local authority or jurisdiction, we beg to state that we yesterday completed our inspection of the river and estuary of Lough Foyle. It appears to us that very great attention has been bestowed by the Harbour Commissioners on the navigation of the port of Derry, there having been no less than 10 lights, besides 14 buoys and 15 beacons, placed for the purpose of affording safe and easy access from the entrance of the loughs to the quays of Derry, being a distance of about 20 miles, none of which marks existed 30 years ago. The rule has been adopted in the port of painting all buoys and beacons, &c., on the starboard hand red, and those on the port hand black.

Where so much has been done, it would be scarcely just to criticise or complain of the (in some instances) rather crude and imperfect structures, or of the want of order and regularity which should govern all matters pertaining to the safe navigation of so important a port as Derry has become. Owing to the stormy and inclement state of the weather, which rendered communication very difficult, we were enabled to land at but two shore and one pile lights. The first, being the tower at Colkeeragh, was kept by an old woman, and although tolerably clean, the structure is capable of much improvement. The

Light

Light Holophotal is stated by the pilots to be good, but we are of opinion, that it could be very much improved if the reflectors were silvered, instead of being of a metal which is of very inferior brilliancy. From the tower at Colkeeragh we proceeded to Connyberry Pile Light, which, we regret to say, we found in a most discreditable state and condition; it is, however, but justice to state, that the harbour master was so fully aware of this that he had previously provided for the dismissal of the man who was in charge of it.



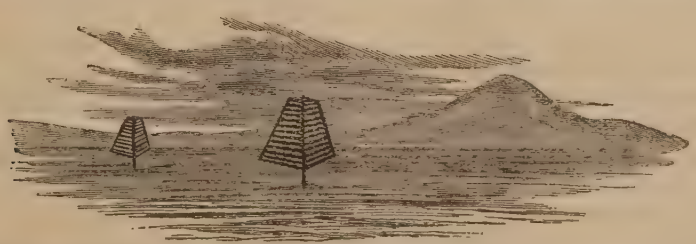
We then proceeded down the lough as far as the Innishowen Lights, and ran close to all the buoys, beacons and lights within that space. As already stated, we were unable to visit the pile lights, but we were informed that they were all of the one character, and lighted by the same description of lamp: the buildings being all similar, we regretted less the fact of our inability to land on and inspect them. We, however, inspected the light at Warrenpoint, and were glad to see that the present very unsightly but temporary wooden building in which it is placed is now being superseded by a solid well-built structure of stone and brick. On the whole, we feel bound to report, that while we give full credit to the Harbour Commissioners of Derry for their desire to benefit the port, yet we cannot fail to notice that they cannot reasonably expect their lights to be properly or efficiently attended to, nor the respectability of their establishment be recognised by the public, until more adequate remuneration be given to the parties in charge of their lights. We would suggest, for the consideration of the Harbour Commissioners, whether it would not be in the end more economical and more efficient if a pile light-house was substituted for the light-vessel now at the Crook. Should they concur in this suggestion, we would strongly advise them to procure from the Harbour Commissioners of Cork the plan of pile lights adopted by Sir John Benson for that port.

In conclusion, we have to state that we received every assistance from the Harbour Commissioners and their officers in the discharge of this duty.

SLIGO.

On our arrival at this port we were met by several of the Harbour Commissioners, with their secretary and harbour master, who kindly accompanied us to within a short distance of the outer limit of their jurisdiction.

Very great improvements have been recently made, and further works are now being proceeded with, which will greatly facilitate the navigation of the port. The former circuitous channel has been completely superseded by a new channel, which has been dredged out under the able management of their engineer. This channel is marked by 25 perches, placed at short intervals along retaining walls. These perches are rendered very conspicuous by large cages or gratings at their summits, and do not (by their open construction) so much impede the force of the winds as to render them liable to be blown down.



The Commissioners drew our attention specially to the want of a sufficient mark for the "Wheaten Rock" (beyond their jurisdiction), which this Board had undertaken many years since to place a perch upon, but which has never been carried out. We would now suggest the placing of a buoy outside the rock,

rock, as it appears that all efforts to obtain a contract for the placing of a perch on the rock have failed.

The Commissioners also drew our attention to some alteration in the lights, which we will bring before the Board in its proper place.

BALLINA.

By the aid of a tug steamer, we were enabled to examine this port very effectually, having stood out to sea and viewed the dangerous reef of Carrig Patrick, &c., which lay between Killala and Killcummin Head, near to which place the French Army landed in the year 1798. The entrance to the Moy River, which is the extent of the jurisdiction of the Ballina Harbour Commissioners, is marked by a small black buoy on the bar, and two small perches on the sandbank on the starboard hand. From thence to Ballina there are 25 buoys and three perches; all are of the smallest description.

However, as the ingress or egress is quite impracticable by night, owing to the circuitous nature of the channel, it would appear that they are quite sufficient for the purpose, more especially as floods or freshes frequently render it necessary to change the position of their buoys, in order to mark the new channel thereby created.

One small buoy has been laid down by the Ballina Harbour Commissioners to mark the entrance to the anchorage of Killala, although beyond their jurisdiction.

This anchorage being a very important place of refuge for the coasting trade, and for vessels which may from the state of the tide be prevented from entering the Moy, we have not any hesitation in stating our opinion that it should be marked by a large buoy, at the expense of the "Mercantile Marine Fund."

We were kindly accompanied on this inspection by Colonel Knox Gore, chairman of the Board, and also by the officers of that Board.

WESTPORT.

With reference to our Report of this date, we beg to state that after our interview with the Harbour Commissioners of Westport, we availed ourselves of the opportunity our presence there afforded of examining in part the perches and buoys placed by that body to mark the channel from Innislyre to Westport.

There is not any light; and as the perches and buoys are of very small dimensions, we did not deem it necessary to make a minute inspection of them. They, however, seem to be well arranged to lead up to the Quay.

(signed) *J. Dombrain.*
Robert Callwell.

APPENDIX.

Appendix (A.)

REPLIES TO QUERIES.

CORK.

Return of the several Lights, Buoys, Beacons, or Perches, within the Jurisdiction of the Harbour Commissioners of Cork.

Name or Denomination of Lights, Buoys, Beacons, or Perches; their distinctive Colours or Marks.

Name or Denomination.	Colour, Mark, or Shape.
Lights:	
Lough Mahon - - - - -	Red; octagon; and built on piles.
Dunkettle - - - - -	Green; similar shape; and built as the other.
Blackrock Castle - - - -	White; placed in round tower of Castle.
King's Quay and Tivoli - - -	Red; gas lamps with red glass.
Perches - - - - - - - -	Black; for position, see the chart forwarded.
Buoys - - - - - - - -	Black on the starboard coming up the river, and red on the port.

If lights, whether they be permanent or periodical; if the latter, how or on what occasions lighted?

All the lights are permanent.

Object of placing such light or lights, buoys, beacons, and perches?

Lights placed at the request of the owners and masters of ships trading to the port, for better safety for night navigation; buoys, beacons, &c. for a similar purpose.

After sailing through the Passage Reach there is a red can buoy placed on a shoal extending off Horsehead, about 1½ cable length from shore; when abreast of this red buoy, sail for Lough Mahon Lighthouse (red), keeping it a little on starboard bow. The object of this light is to guide vessels into the narrow channel. When off Lough Mahon Light, steer for Dunkettle Light (green), which light keep abreast half point on starboard bow, will lead through Dunkettle Reach; when abreast of Dunkettle Light, open the red light on King's Quay, for which steer, keeping it about half a point on port bow will lead through Blackrock Reach; when abreast of King's Quay Light, steer for Tivoli Light (red), until you make the buoy on the bank projecting from navigation wall, Tivoli. Then starboard your helm and sail for the quays of the city.

The beacons are intended for the same object as the lights, but since the lights were all completed they are little used at night.

The red buoys are on the port side, and black on starboard, coming up river.

Whether approached by light, compass, bearings, or marks?

Approached by lights and buoys.

Distances between the several Lights, Buoys, Beacons, or Perches, from the entrance of Cork Harbour to the Quays of Cork.

	Miles.	Cables.
Spit Light to Lough Mahon	5	$6\frac{1}{2}$
Lough Mahon to Dunkettle	1	3
Dunkettle to Blackrock Castle		$3\frac{1}{3}$
Blackrock Castle to King's Quay		$5\frac{1}{2}$
King's Quay to Tivoli		6
Tivoli to east end of Penrose's Quay	1	—

If lights, buoys, beacons, or perches, how often inspected or examined, and by whom?
Inspected frequently, but not at any fixed period, by the engineer and harbour-master.

If lighthouse, beacon, or perch, how often painted, or buoy how often shifted?
Lighthouses painted once a year, buoys painted twice a year, and not shifted unless to repair defective moorings.

WATERFORD.

RETURN of the several Lights, Buoys, Beacons, or Perches, within Jurisdiction of the Waterford Harbour Commissioners.

Name or Denomination of Lights, Buoys, Beacons, or Perches; their distinctive Colours or Marks.

Name or Denomination.	Colour, Mark, or Shape.
Hook Light	Bright and fixed.
Duncannon (two lights)	Bright, one a tide light.
Black Hill Light, above Duncannon	Bright and fixed.
Light at pier of Dunmore	Red seaward; bright up harbour.
Three Buoys on Bar	That on starboard hand, black; the middle buoy is chequered black and red, with a perch on top; the western or port buoy is red.
One Buoy on Spit of Duncannon	Black.
Three Buoys on Drumroe Bank	Red.
One Beacon on Spit of Passage	A pole, with barrel on top, coloured black.
One Buoy off Bingledees Rocks	Red.
One Buoy off Bolton Rocks	Red.
Eight Buoys on the Ford	The four on starboard hand, black; the four on port hand, red.
Five Buoys in King's Channel	The three on the starboard hand, black; the two on the port hand, red.

If lights, whether they be permanent or periodical; if the latter, how or on what occasion lighted?
The lights at this harbour belong to Port of Dublin Corporation, viz.: Hook and Dunmore Lights, at entrance of Waterford Harbour; and Duncannon Lights, six miles inside. Hook, Dunmore, and two of the Duncannon Lights are permanent; the third light at Duncannon is a tide light.

Object of placing such light or lights, buoys, beacons, or perches?
The Hook Light marks the entrance of Waterford Harbour. The light at Dunmore marks the entrance to the pier, and acts as a guide to ships coming down Waterford Harbour. The light in Duncannon and Black Hill, in one, marks the best passage for ships when crossing the Bar.
The rule with regard to the buoys, when entering Waterford Harbour, is as follows: black buoys to be kept on the starboard hand, red buoys on the port hand.
The buoys on the Bar mark its position, and indicate the best passage thereon. The buoy at Duncannon marks the Spit that runs out from the back of the Fort.
The

The beacon at Passage marks the Spit or Mussel Bank there. Two buoys mark the position of the Bingledees and Bolton Rocks, one at each danger. Eight buoys mark the channel on the Ford, four at each side.

There is a buoy on Birchin Bank; one at Harrington's Point; one over the Maulus Rock; one at the Golden Rock; one at Dirty Tail, in the King's Channel.

Whether approached by light, compass, bearings, or marks?

The light in Duncannon Fort and that on Black Hill, in one, is the guiding mark for ships entering Waterford Harbour.

Distances between the several lights, buoys, beacons, or perches within the jurisdiction of the Waterford Harbour Commissioners?

Dunmore Light is distant about three miles from the Hook; Duncannon Light about six miles from the Hook.

The buoys on the Bar are nearly five miles distant from the Hook; the buoy on Spit of Duncannon is a little more than half a mile from the light in the Fort.

The buoys on Drumroe Bank are placed, one abreast of Duncannon, the second a quarter of a mile further up, and the third buoy near half a mile still further up, on the edge of the bank. The beacon on the Spit of Passage is a little over a quarter of a mile from the latter place.

The Bingledees Buoy is abreast of Glass House; that on the Bolton Rocks abreast of Belview. The eight buoys on the Ford and the five in the King's Channel, as well as all the other buoys mentioned in these reports, together with the lights, &c., can be most correctly understood by referring to Fraser's chart of Waterford.

If lights, buoys, beacons, or perches, how often inspected or examined, and by whom?

The buoys and beacons, being alone under the jurisdiction of the Harbour Commissioners of Waterford, are examined monthly by their pilot-master. The lights are under the jurisdiction of the Port of Dublin Corporation.

If lighthouse, beacon, or perch, how often painted; or buoy, how often shifted?

The buoys and beacons are overhauled, raised, and examined, as occasion may require; there were no particular times for doing so heretofore, but for the future I have recommended that a regular overhaul and thorough examination of each be made twice in every year.

Sir, Ballast Office, Waterford, 30 January 1864.

On Wednesday last you desired to know the number of vessels which came into Waterford Harbour windbound or disabled or not bound thereto.

I beg to say that 746 of such vessels came into our harbour during the years 1861, 1862, 1863, being an average of 248 per annum.

During the year 1857 the number was 221, as stated in a communication of mine to Mr. Lees, on the 29th of November 1859.

I have, &c.
(signed) *John Farrell*, Secretary,
Waterford Harbour Commissioners.

Sir James Dombrain,
Monkstown, Dublin.

Sir, Ballast Office, Waterford, 5 January 1864.

In reply to your letter of the 29th ultimo, I beg to say that generally speaking there are 7 buoys in this harbour, outside Passage, and 15 inside Passage; these latter within a very few miles of Waterford City.

At present there is a green wreck buoy at Broomhill, outside Passage; and on the other hand, the middle buoy of the bar is temporarily away. Thus seven is still the number, though positions are for the present somewhat changed.

The only beacon in the harbour is at Passage; a pole with a barrel on its summit marking the point of land known as the "Spit of Passage."

The 15 buoys inside Passage are above Cheek Point: viz., one at the Bingledy Rocks, one at Botton's Rock, eight on the Ford, and five in the King's Channel.

Our black buoys are to be kept to starboard by vessels coming in, and the red buoys to the port side.

The only lights at the harbour are your own: viz., the Hook, the Dunmore, and the Duncannon lights.

Should you desire any further particulars, they shall be at once supplied.

I have, &c.
(signed) *John Farrell*, Secretary,
Waterford Harbour Commissioners.

The Secretary, Ballast Office,
Dublin.

NEW ROSS.

Harbour Commissioners Office, New Ross,
23 January 1864.

Sir,

I HAVE received yours of the 22d instant, requesting the New Ross Harbour Commissioners to give you a list of the light, buoys, and beacons.

The port of Ross only extends to Cheek Point; from the junction of the River Barrow with the River Suir and to this port is a river pilotage, and have no lights. The Waterford Harbour Commissioners will give you information relative to lights.

The following is a list of buoys on the River Barrow, from Cheek Point to New Ross: viz.,

No. 1. Buoy at the Pink.
No. 2. Buoy at Glanmare.
No. 3. Buoy at Rochestown Bank.
No. 4. Buoy at Drumdowney Point.

I am, &c.
(signed) *James Kearns*,
Secretary to Commissioners.

To the
Secretary of the Ballast Office, Dublin.

WEXFORD.

RETURN of the several Lights, Buoys, Beacons or Perches, within the Jurisdiction of the Harbour Commissioners of Wexford.

Name or Denomination of Lights, Buoys, Beacons, or Perches; their Distinctive Colours or Marks.

Within Harbour.

Name or Denomination.	Colour, Mark, or Shape.
Cull Channel Buoy	Red.
Ravin Point Buoy	Red.
Perch of Flats	Cage Head, Black.
Sailing Channel marked by:	
Five buoys on port hand	Black.
Seven buoys on starboard	Red.
Three buoys in fairway	White.
Three buoys to main.	
New Sailing Channel at Gulben	Red.
Rock Buoy	Black.
Gulben Perch	Black, Cross-head.
Rossitor's Perch	Black, Cross-head.
North-side Perch	Black, Cross-head.

If lights, whether they be permanent or periodical; if the latter, how or on what occasions lighted?

Nil.

Object in placing such light or lights, buoys, beacons, and perches?

Outside harbour to mark the north bar and Hantoon entrances, and to show the position of the Dogger Shoals, &c.

Inside harbour to mark sailing channel.

Whether approached by light, compass, bearings, or marks?

By bearings and marks.

Distances between the several lights, buoys, beacons, or perches, from the entrance of Wexford Harbour to the Quays at Wexford?

A sailing channel of about four miles from the north-east bar to the quays, marked by buoys at irregular distances, say from three to five hundred yards.

If lights, buoys, beacons, or perches, how often inspected or examined, and by whom?

Buoys inside harbour, by harbour master. Buoys outside harbour, by pilot master.

If lighthouse, beacon, or perch, how often painted, and buoys how often shifted?

Buoys shifted and painted once in each year.

DROGHEDA.

RETURN of the several Lights, Buoys, Beacons, or Perches within the Jurisdiction of the Harbour Commissioners of Drogheda, from the Bar to the Quays at Drogheda.

Name or Denomination of Lights, Buoys, Beacons, or Perches, their distinctive Colours or Marks.

Name or Denomination.	Colour, Mark, or Shape.
Bar Perch.—South side of channel, having a cradle on top. There is at present an iron buoy placed about 60 yards on the east side of this perch, which will be removed at the approach of summer, due notice of which will be given to the several ports along the coast. There are several small stone land-marks along the river to indicate the course of the channel.	The first light next the mouth of the river, on the south side, is a green light. The five others are bright lights.

If lights, whether they be permanent or periodical; if the latter, how or on what occasions lighted?

Periodical, oil lamps hung to beacons and lighted on dark nights.

Object in placing such light or lights, buoys, beacons, or perches?

To assist steamers and sailing vessels navigating the river.

Whether approached by sight, compass bearing, or marks?

By sight by day, and by light by night.

Distance between the several Lights, Buoys, Beacons, or Perches from the Bar to the Quays of Drogheda.

South Side.

The distance between the bar perch and the next wooden perch, is 65 statute perches; between the second and third, 47 perches; between the third and fourth, 290 perches; between the fourth and fifth, 132 perches (the latter with the following are stone towers); between the sixth and seventh, 152 perches; between seventh and eighth, 560; and between the eighth and ninth, 157 perches.

North Side.

The outer perch is also a wooden perch. The distance between it and the second, which is a cut stone tower, with the others on this side, is 11 perches; between the second and third, 60 perches; between the third and fourth, 100 perches; between the fourth and fifth, 42 perches; between the fifth and sixth, 43 perches; between the sixth and seventh, 154 perches; between the seventh and eighth, 53 perches, and between the eighth and ninth, 420 perches. This latter one, which is near the line of low water, is of wood.

Lights.

There are two lighthouses on south side of the river, which are under the jurisdiction of the Ballast Board. The first light on the entrance of the river, under the control of Harbour Board, is a green light, and placed on the north side, the lamp of which is attached to the seventh perch. The second lamp is placed nearly opposite the former one, on the fifth perch, south side. The third lamp is placed on south side on the sixth stone perch or tower. The next lamp is placed on the last wooden perch, north side of the river, next the town. The next light is on the eighth stone tower on south side of river. The ninth light is on a small stone tower within half a mile of the harbour.

If lights, buoys, beacons, or perches, how often inspected or examined, and by whom?

By the Harbour Commissioners' engineer.

If lighthouse, beacon, or perch, how often painted, or buoy, how often shifted?

Perches coated annually with gas tar; no shifting of buoys or beacons.

DUNDALK.

RETURN of the several Lights, Buoys, Beacons, or Perches within the Jurisdiction of the Harbour Commissioners of Dundalk, from the Bar to the Quays at Dundalk.

Name or Denomination of Lights, Buoys, Beacons, or Perches, their distinctive Colours or Marks.

Name or Denomination.	Colour, Mark, or Shape.
Beacon, No. 1	Black (white light) hexagonal.
Ditto, No. 2	Ditto (green light) ditto.
Ditto, No. 3	Ditto (white light) ditto.
Ditto, No. 4	Red (red light) - ditto.
Ditto, No. 5	Ditto (white light) - ditto.
Ditto, No. 6	Ditto - ditto - - ditto.
Ditto, No. 7	Ditto - ditto - pentagonal.
Ditto, No. 8	Not coloured, ditto - round.
Ditto, No. 9	Ditto - ditto - ditto.

There are three buoys under the jurisdiction of the Dundalk Harbour Commissioners, one situate on the shoals of the bar. The second in 3½ fathoms at low water, and the third in 6 fathoms low-water.

From lighthouse to bar buoy - - - ½ mile.
From thence to middle, ditto - - - 1 ditto.
From thence to outer, ditto - - - 1½ ditto.

If light, whether they be permanent or periodical; if the latter, how or on what occasions lighted?

Lighted during tide time every night.

Object in placing such light or lights, buoys, beacons, or perches?

To enable vessels to reach the quays of Dundalk, and go to sea therefrom by night as well as by day.

Whether approached by sight, compass bearings, or marks?

By sight and compass bearings.

Distances between the several Lights, Buoys, Beacons, or Perches, from the Bar to the Quays of Dundalk.

From bar to lighthouse, 150 perches, and 170 perches from thence to No. 1 Beacon.

From bar to No. 1 Beacon - -	320	perches.
„ No. 1 to No. 2 ditto - - -	240	„
„ No. 2 to No. 3 ditto - - -	264	„
„ No. 3 to No. 4 ditto - - -	110	„
„ No. 4 to No. 5 ditto - - -	86	„
„ No. 5 to No. 6 ditto - - -	148	„
„ No. 6 to No. 7 ditto - - -	148	„
„ No. 7 to No. 1 Perch - - -	126	„
„ No. 1 Perch to No. 2 Perch -	87	„
„ No. 2 Perch to quays - - -	160	„

If lights, beacons, perches, or buoys, how often inspected or examined, and by whom?

Examined about once a month, by the resident engineer to the Dundalk Harbour Commissioners.

If lighthouse, beacon, or perch, how often painted, or buoy, how often shifted?

Painted once a year, and shifted as occasion requires.

CARLINGFORD.

RETURN of the several Lights, Buoys, Beacons, or Perches within the Jurisdiction and under Control of Lord Clermont.

Name or Denomination of Lights, Buoys, Beacons, or Perches; their distinctive Colour or Marks.

Name or Denomination.	Colour, Mark, or Shape.
No. 1. Black Buoy off Haulbowline Light	Black; conical; Carlingford.
No. 2. Black Buoy off Carlingford - -	Black; conical; Carlingford.
No. 3. Red Buoy, tail of Scar off Soldiers' Point, Cranfield.	Red; conical; Carlingford.
No. 4. Red Buoy off Ballyedmond - -	Red; conical; Carlingford.
No. 5. Red Buoy, Earl's Rock, N.E. off Greenore Point.	Red; hogshead.

Iron perch on Sheep Rock.
Wooden perch on Black Rock, between Greenore and Carlingford.
Wooden perch on Black Rock, Omeath.
Wooden perch on Garnaway Rock, one mile from Warrenpoint.
Iron perch and frame on Halker Rock, between Greencastle and Ballyedmond.

If lights, whether they be permanent or periodical; if the latter, how or on what occasions lighted?

Ballast-office Lighthouses at Haulbowline, Carlingford Bar, entrance to Lough Slatery, and Greenore Point Lights; revolving light.

Object in placing such light or lights, buoys, beacons, or perches?

For the safe navigation of all vessels proceeding inwards from Carlingford Bar to the town of Newry, and *vice versâ*.

Whether approached by lights, compass bearings, or marks?

By charts.

Distances between the several Lights, Buoys, Beacons or Perches, under Control of Lord Clermont.

From Haulbowline Light to Greenore Point Light, 2¼ nautical miles distant.
From Black Buoy off lighthouse to Red Buoy off the Scar, Cranfield Bay, one-third of a mile; and from Greenore Point, 2¼ miles.
From Black Buoy off Carlingford to Red Buoy off Ballyedmond Bank, five-eighths of a nautical mile.
Earl Rock Buoy (Red), distance from Greenore Point, half a mile E.N.E.
Sheep Rock, iron perch, west of Black House, a quarter of a mile.
Black Rock Perch to Greenore, three quarters of a mile.
Black Rock Perch (Omeath) to Garnaway Rock, five-eighths of a mile.
Garnaway to high-water mark, Warrenpoint, one mile.
Halker Rock, iron perch, frame and ball, distant from Black Rock three quarters of a mile; the former from Greenore Point, three quarters of a mile.

If lights, buoys, beacons, or perches, how often inspected or examined, and by whom?

Frequently inspected. Buoys off lighthouse, by William Sharkey; Greenore Buoys off Carlingford, by James Savage; Killowen Point, and frequently during the summer months, by Leonard Watson. All perfect, in good order to this date.

If lighthouse, beacon, or perch, how often painted, or buoy, how often shifted?

Buoys painted twice a year. Carlingford, on each iron buoy, 8-inch letters. The Earl Rock Buoy adrift for 10 days, during which time a temporary buoy was on, until the buoy was replaced in its former position, complete and painted.

Warrenpoint, 16 February 1864. (signed) *Leonard Watson.*

STRANGFORD LOUGH.

NUMBER of Perches, Beacons, and Buoys maintained by Captain Nugent and Lord de Ros.

Captain Nugent's Perches and Beacons.

Names.	Remarks.
Pladdy Lug Perch	This is the most important danger point.
Gowland Rock Beacon	To be raised 10 feet this spring.
Lamp on Portaferry Quay.	
Walter Rock Perch	To be improved this spring.
Ballyhenry Point Beacon	To be built this spring.

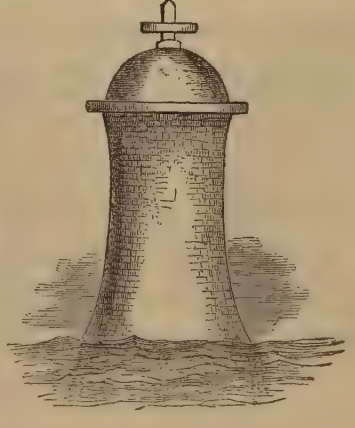
Lord de Ros's Perches, Beacons, and Buoys.

Names.	Names.
Guns Isle Obelisk.	Crow Rock Buoy (The Hole.)
Garler Perch.	Barge Pladdy Buoy (The Hole.)
Clonyhey Beacon.	Hauling Buoy (The Hole.)
Two anchorage Beacons on Shore to mark the cross road-anchorage.	Swan Island Beacon.
	Church Point Perch.
Black Island Perch.	Tanpit Rock Perch.
Ferry Quarter Point Perch.	North Slip Perch.
Strangford Town (the Hole) Perch.	Slitch Rock Perch and Cage.

BELFAST.

RETURN of the several Lights, Buoys, Beacons, or Perches, within the Jurisdiction of the Harbour Commissioners of Belfast Harbour.

Name or Denomination of Lights, Buoys, Beacons, or Perches; their Distinctive Colours or Marks.

Name or Denomination.	Colour, Mark or Shape.
Holywood Bank Lighthouse	Red light.
Channel Lights (three on south side)	Green.
Ditto (one on north side)	Red.
Carrickfergus Bank Buoy	Red.
Scar Rock Buoy	Red and White.
Oyster Bank Buoy	Red.
Middle Bank Buoy	Red and Black.
West Bank Buoy	Black.
Victoria Channel Buoy	Red.
Stone Beacon on west bank	

If lights, whether they be permanent or periodical. If the latter, how or on what occasions lighted?

Permanent.

Object in placing such light or lights, buoys, beacons and perches?

Placed for the safety and convenience of vessels frequenting the port of Belfast, principally to enable them to avoid sandbanks.

Whether approached by sight, compass bearings, or marks?

By sight in clear weather during the day. By compass bearings at night, and during thick weather.

Distances between the several Lights, Buoys, Beacons, or Perches, from the entrance to Belfast Lough to the Quays of Belfast.

	Distances from Copeland Light.		Distances from each other	
	miles.	*cables.*	*miles.*	*cables.*
To Holywood Bank Lighthouse	12	3	1	1
„ Green Light Head of Garmoyle	13	4		
„ Red Light entrance to Victoria Channel	14	0	0	6
„ Green Light, South Twin Island (north-east end)	14	3	0	3
„ Ditto ditto (south end)	14	6½	0	3½
„ Red Light centre of Queen's Bridge	16	0	0	3½
„ Scar Rock Buoy (south side)	9	0½		
„ Carrickfergus Bank Buoy (north side)	10	0		
„ Oyster Bank Buoy	12	0		
„ Middle Bank Buoy	13	3		
„ West Bank Buoy	13	6		
„ Stone Beacon	13	9		
„ Victoria Channel Buoy	14	2½		

If lights, buoys, beacons, or perches, how often inspected or examined, and by whom?

Annually by the Commissioners and their officers.

If light-house, beacon, or perch, how often painted, or buoy, how often shifted?

When considered necessary.

LONDONDERRY.

RETURN of the several Lights, Buoys, Beacons, or Perches from the entrance of Lough Foyle to the Quays of Londonderry.

Name or Denomination of Lights, Buoys, Beacons, or Perches; their distinctive Colour or Marks.

Name or Denomination.	Colour, Mark or Shape.
Lights:	
2. Warren Point (temporary wooden structure.)	Black with light red light.
3. White Castle, wooden house on piles.	Red with bright light.
4. Ture ditto	Black ditto.
5. Cunningburry ditto	Red ditto.
6. Coolkera, brick tower on shore	White ditto.
7. Culmore, wooden box and pole	Red ditto.
8. Born Hall, stone foundations and wooden box.	Red ditto.
9. Ross Bay, smack	Black ditto.
10. Rock, stone foundations and wooden box and pole.	Red ditto.

Name or Denomination.	Colour, Mark, or Square.
Buoys.	
1. Tuns, N.E. of bank	Black.
2. Tuns, S.W. bank	Black.
3. M'Kenney's Bank, N.E.	Black.
4. M'Kenney's Bank, S.W.	Black.
5. Carnagaroe	Red.
6. Red Castle	Black.
7. Quigley's Point	Black.
8. Ture	Black.
9. Faughan	Black.
10. Crook, N.E.	Black.
11. Cloony Bank	Black.
12. Cloony Point	Black.
13. Pinnyburn	Red.
14. Rock Mill, south	Black.

Name or Denomination of Lights, Buoys, Beacons, or Perches, their Distinctive Colours or Marks.

Wooden Beacons.

Name or Denomination.	Colour, Mark, or Shape.
1. Doung, S.E.	Red.
2. Doung, S.W.	Black.
3. White Castle	Red.
4. Ture, south side of the bank	Black.
5. Ture, north side of the bank	Black.
6. Flats, No. 1, N.	Red.
7. Flats, No. 2, N.	Red.
8. Flats, No. 3, N.	Red.
9. Flats, No. 4, N.	Red.

Stone Beacons with Pole.

1. Thorn Hill, S.E.	Black.
2. Sir George Quay, N.	Black, with red ball.
3. Otter Bank, S.E.	Black.
4. Crook, No. 1, N.W.	Black, red ball.
5. Crook, No. 2, S.E.	Black.
6. Crook, No. 3, Warping Buoy	Red.

Note.—All the lighthouses, buoys, and beacons, on the north side of the channel, are red, and those on the south side are black; with the exception of the stone beacons on the north side of channel, are black with red ball.

If lights, whether they be permanent or periodical; if the latter, how or on what occasions lighted?

Lights are all permanent.

Object in placing such light or lights, buoys, beacons, or perches?

Warren Point Light is intended to lead a direct course to Movelle Bay, from Ennishewen Lights, so as to avoid the Colloway Rocks and M'Kenny's Bank.

Red Castle Light is to mark Red Castle Spit.

White Castle Light, to lead into the narrow channel off Shandy Hull.

Ture Light, is to mark Ture Spit, or Bank.

Cunnyberry and Coolkera Lights are leading lights, and when brought into one, show the straight course over the Flats.

Culmore Point Light is to mark Culmore Point, and lead into Culmore Bay, when the Boomhull Lights come in view, and lead to the Ross Bay Ship Light; when abreast of it, the course is to run for the Rock Light; and the lights along the quays lead to any required berth.

The

The beacons, buoys, and perches are to mark the various banks off which they are placed and after which they are named.

Whether approached by sight, compass bearings, or marks?

Approached by sight, compass bearings, and marks.

Distances between the several Lights, Buoys, Beacons, or Perches, from the entrance of Lough Foyle to the Quays of Londonderry.

Lights.	*Statute Miles.*	*Yards.*
From the Inneshewen Lights to Warren Point Light, is	1¼	
„ Warren Point Light to Red Castle Light, is	7	
„ Red Castle Light to White Castle Light, is	1½	
„ White Castle Light to Ture Light, is	2	
„ Ture Light to Cunnyberry Light, is	2	1,500
„ Cunnyberry Light to Coolkera Light, is	0¾	„
„ Coolkera Light to Coolmore Light, is	0¾	„
„ Coolmore Light to Boomhall Light, is	2	400
„ Boomhall Light to Ross Bay Light Ship, is	0	1,350
„ Ross Bay Light Ship to Rock Light Ship, is	1	„
Buoys.		
„ Tuns Buoy, N.E. to Tuns Buoy, S.W., is	2¾	
„ Tuns Buoy, N.E. to M'Kenney's Bank Buoy, N.E., is	3¾	
„ M'Kenney's Bank Buoy, N.E. to M'Kenney's Bank Buoy, S.W., is	„	1,200
„ M'Kenney's Bank Buoy, S.W. to Carnagarvi Buoy, is	1½	
„ Carnagarvi Buoy to Red Castle Buoy, is	3	1,200
„ Red Castle Buoy to Quigley's Point Buoy, is	3	„
„ Quigley's Point Buoy to Ture Buoy, is	1	„
„ Ture Buoy to Faughan Foot Buoy, is	3	200
„ Faughan Foot Buoy to Crook, is	2	100
„ Crook Buoy to Clooney Bank, is	-	1,510
„ Clooney Bank Buoy, S.E. to Clooney Bank, S.W., is	-	516
„ Clooney Bank Buoy, S.W. to Pinnyburn, across to N.W. side of Channel	-	506
„ Pinnyburn Buoy to Rock, is	-	600

If lights, buoys, beacons, or perches, how often inspected or examined, and by whom?

Inspected frequently by the resident engineer, and annually by the Harbour Commissioners and Harbour Master.

If light house, beacon, or perch, how often painted; or buoy, how often shifted?

Painted formerly, yearly; but not for the last two years. Buoys are sighted frequently, and shifted as required.

(signed) *James M'Ghee.*
Harbour Master.

SLIGO.

RETURN of the several Lights, Buoys, Beacons, or Perches within the jurisdiction of the Harbour Commissioners of Sligo up to the Quays at Sligo.

Name or Denomination of Lights, Buoys, Beacons, or Perches, their distinctive Colours or Marks.

Name or Denomination.	Colour, Mark, or Shape.
Three lights under the jurisdiction of the Ballast Board, within the Harbour of Sligo.	
One buoy on Wheaten Rock	Black; oblong.
One buoy on Blind Rock, at Rosegualy Pond.	Black.

Name or Denomination.	Colour, Mark, or Shape.
One buoy at bar, south side - - -	10 buoys; red.
One buoy at Corrinby Bank, inside bar -	Black; upright.
One buoy off Deadman's Point, called Bonore Spit.	Black.
One buoy at Port Cumim, near Ballast Bank.	Black; upright.
One buoy at Herring Bick Point - -	Black; oblong.
One buoy at Lower Flat in river - -	Black; upright.
One buoy at Bungar - - - -	Red; oblong.
One buoy was in port replaced by a beacon	Black.
Two beacons, 50 feet high, lower Rosses Point, one white, one black.	
25 perches or beacons in river, showing channel, all black.	

If lights; whether they be permanent or periodical; if the latter, how or on what occasion lighted?

Permanent, from sunset to sunrise.

Object of placing such light or lights, buoys, beacons, or perches?

Wheaten Rock Buoy, to mark that rock.
Blind Rock Buoy - - same.
Bar Buoy, to mark Bungar Spit.
At Carrinbee, to mark that bank, and to change the course to enter the harbour.
At Deadman's Point, to mark Bonore Spit.
At Portcumin, to mark Portcumin Spit.
At Herring Brae Point, to mark a wrecked vessel.
At Lower Flats, to mark north side of channel.
At Bungar, to mark the extremity of Bungar Sands.
Beacon in Pool, to show the sand in Pool and Seal Bank.
Two beacons on Lower Rosses Point, to guide ships in and out over the bar.
25 beacons in river, to mark the channel.

Whether approached by sight, compass bearings, or marks?

Approached by sight.

Distances between the several lights, buoys, beacons, or perches from the jurisdiction of the Commissioners of Sligo to the Quays of Sligo?

Inner Lights, four miles from the quay.
Black Rock Lighthouse, six miles from the quays.
Wheaten Rock Buoy - - - - - 8 miles from quays.
Blind Rock - - - - - - - - - 7 - - ditto.
Corrintee - - - - - - - - - 6 - - ditto.
Deadman's Point - - - - - - - 4 - - ditto.
Herring Brae Point - - - - - 4 - - ditto.
Lower Flats - - - - - - - - - 2 - - ditto.
Bungar - - - - - - - - - 5 - - ditto.
Beacon in Port - - - - - - - 3 - - ditto.
Two Beacons on Lower Rosses Point 6 - - ditto.
25 Beacons in river, along line in channel; quays extending four miles.

If lights, buoys, beacons, or perches, how often inspected or examined, and by whom?

Buoys, beacons, and perches inspected each summer by the Harbour Master; the Master Pilot has orders to report any accident or change.

If lighthouse, beacon, or perch, how often painted; or buoy, how often shifted?

Painted once a year, if required; not shifted.

7 March 1864.

BALLINA.

RETURN of the several Lights, Buoys, Beacons, or Perches from the entrance of the River Moy to the Quays of Ballina.

Name or Denomination of Lights, Buoys, Beacons, or Perches, their distinctive Colours or Marks.

Name or Denomination.	Colour, Mark, or Shape.
No lights.	
25 buoys from bar mouth to the quay.	12 red buoys on west side.
Two beacons on the Island of Bartra, for leading marks over the Bar.	13 black buoys on east side, fan shape.

If lights, whether they be permanent or periodical; if the latter, how or on what occasion lighted?

No lights.

Whether approached by sight, compass, bearings, or marks?

Approached by sight, compass, bearings, and marks.

Distances between the several lights, buoys, beacons, or perches, from the entrance to the River Moy to the quays of Ballina?

Buoys and perches from 200 to 400 yards apart.

If lights, buoys, beacons, or perches, how often inspected or examined, and by whom?

Inspected by the harbourmaster, as occasion requires.

If lighthouse, beacon, or perch, how often painted; or buoy, how often shifted?

Buoys shifted as often as occasion requires.

Object of placing such light or lights, buoys, beacons, and perches?

For the navigation of the river.

LIMERICK.

RETURN of the several Lights, Buoys, Beacons, or Perches within the Jurisdiction of the Harbour Commissioners of Limerick.

Names or Denominations of Lights, Buoys, Beacons, or Perches; their distinctive Colours or Marks.

Name or Denomination.	Colour, Mark, or Shape.	
Loop Head	Bright fixed light.	Under Ballast Board.
Kilcadrane Point	- - ditto.	
Tarbert Point	- - ditto.	
Beaves Rocks	- - ditto.	
Bowlings Rock	Perch of iron upright, basket head.	
Foynes Harbour, east entrance	Two black, one red, buoys.	
Ditto - - west entrance	One black, one red, buoy.	

Not under their jurisdiction.

No other lights, beacons, buoys, or perches within the jurisdiction of the Harbour Commissioners.

Note.—The Harbour Commissioners, in order to render the Shannon navigable at night recommended the erection and placing of the following beacons, buoys, and perches:—

1. Horse Rock Beacon.
2. Bridges Rock Buoy.
* 3. Sod Island Beacon.
* 4. Lougheens Rock Beacon.
* 5. Spilling Rock Beacon.
6. Deadhand Buoy.
7. Scarlet's Northtail Buoy.
* 8. Crawford's Rock Beacon.
9. Eastern tail of Whelp's Buoy.
10. Flagstaff Rock Beacon.
11. Harrald's Rock Buoy.
* 12. Ballast Rock Beacon.
13. Muckinish Point Buoy.
14. Cock Rock Buoy.
* 15. Cock Creek Perch.
16. Coonagh Point Buoy.
17. End of Embankment Perch.

* Of these the Commissioners of Public Works have sanctioned the erection of the six beacons marked (*): those beacons have been contracted for, and are now being placed in position; provision has been made at top of each for lighting them, but no measures have been taken for supplying such lighting.

If lights, whether they be permanent or periodical; if the latter, how or on what occasions lighted?

Lights permanent, and lighted throughout the year, under the regulations of the Ballast Office of Dublin.

Object of placing such light or lights, buoys, beacons, and perches?

For the purpose of facilitating the safe navigation of the entrance to and channel up the Shannon in all circumstances and at all times.

Whether approached by lights, compass, bearings, or marks?

By each and all as occasions require.

Distances between the several lights, buoys, beacons, or perches, from the entrance of the Shannon to the Quays of Limerick?

Loop Head to Kilcadrane Light - - - - -	9 miles.
Kilcadrane to Tarbert Light - - - - - -	14⅓ „
Tarbert to Beaves Rock Light - - - - -	14⅓ „
Tarbert to Bowlings Rock Perch - - - - -	1⅔ „

Buoys at Foynes, for local navigation only.

If lights, buoys, beacons, or perches, how often inspected, or examined, and by whom?

Lights and buoys inspected by the Ballast Office officials of Dublin periodically; particulars not known.

If lighthouse, beacon, or perch, how often painted; or buoy, how often shifted?

Reference to Ballast Office in Dublin for this information.

Limerick, 5 February 1864. (signed) *N. P. Kendall,*
Harbour Master.

Appendix (B.)

Letter from Lord *Clermont* on the Marking of Carlingford Lough.

Sir, Ravensdale Park, Newry, 14 March 1864.

I have the honour to acknowledge the receipt of your letter of the 2d instant, enclosing a copy of an extract from the report of a deputation of the Ballast Office Board, relating to the several sea-marks from the entrance of Carlingford Lough to Warrenpoint, to which you call my attention. I beg leave to say, in reply to the above, that although I am the proprietor by purchase of small anchorage tolls leviable upon such vessels entering the lough as do not belong to the Port of Newry, there is no obligation or condition, in the patent which grants the tolls, binding the proprietor to the buoying of the lough.

I may add that the buoys which I caused to be laid down a few years since were merely voluntary contributions on my part, and were not placed in consequence of any obligation or demand as of right.

I have, &c.
(signed) *Clermont.*

W. Lees, Esq., Ballast Office, Dublin.

Appendix (C.)

Letters from Lord *De Ros* and Captain *Nugent* on the Marking of Strangford Lough.

My dear Sir, Stephinstown, Dundalk, 2 March 1864.

Your note and the official letters have just followed me here. Nothing can be more correct, I think, and I need hardly add more satisfactory, than the official report. There is only one remark I would venture to offer. The report says, "There is not, properly speaking, any controlling power;" but does not Henry the Eighth's Grant, which has been acted upon by my ancestors and by myself for nearly 350 years, amount to a controlling power? Nugent's authority on the east shore derives from the same source; and though he considers himself acting under a grant of Charles the Second, yet there is no doubt but that his grant was a diversion of the authority of the Earls of Kildare to the advantage of the Savages (now Nugents), allowed to occur by neglect of their agents, and become permanent now by lapse of time. I much approve the representation of the lough not as a port of trade (though it has, in truth, five small ports within its waters) but as a valuable refuge for coasters in bad weather.

Believe me, &c.

Sir James Dombrain. (signed) *De Ros.*

P. S.—I am afraid I cannot give you any information about the grant to Ardglass; indeed, I did not know there had been any grant since the old one of 50 years ago.

Sir, Weedon Barracks, 8 March 1864.

I beg to acknowledge the receipt of your letter of 29th February, enclosing a copy of a report from the deputation of the Ballast Board who recently inspected the several seamarks in Strangford Lough, and am glad that they were satisfied with the way in which the perches and beacons on my shore are maintained by me.

I have, &c.

(signed) *A. Nugent*, Captain,

W. Lees, Esq., Ballast Office, Dublin. 2d Dragoons.

Appendix (D.)

Reports of Captain *Roberts*, R. N., on the Marking of the Shannon.

Sir, Ballast Office, Dublin, 18 December 1861.

In compliance with the Board's directions, contained in your letter of the 28th of October last, namely, that I proceed to the Shannon, and examine into the state of the buoys and beacons there, reporting the result of such examination to the Board, I beg to state that I proceeded to Limerick on the 11th instant, and from there down the Shannon in one of the river steamers to Kilrush, returning in the same manner to Limerick.

I found that there are no buoys whatever marking the numerous dangers in that river, except those belonging to the Port of Dublin Corporation, and which are in Foynes Roads. There is but one perch and one stone beacon, the former belonging to the Port of Dublin Corporation, the latter to the Limerick Harbour Commissioners.

It appears that formerly nearly all the dangers were marked by buoys; that in the year 1824 those buoys were placed in care of the Harbour Commissioners; since then they had been allowed to break adrift, and were never replaced. The property of the Harbour Commissioners has been mortgaged to the Board of Works, who have foreclosed; and, in consequence, the Harbour Commissioners have no power to expend any money in improving the navigation of the Shannon without the sanction of that Board.

I have also to report that some years since the Beal Bar, at the entrance to the Shannon, was buoyed by the Port of Dublin Corporation; but in consequence, I believe, of the fishermen having constantly sunk it (it being in the way of their nets), the Corporation would no longer buoy it. This is to be regretted, as a buoy on this bar would be found of great use, not alone to vessels trading to and from the Shannon, but to vessels seeking shelter in adverse gales.

I may add, in conclusion, that no buoys marking the dangers in the Shannon are shown in the Admiralty Charts, as the last Admiralty Survey has been made since the buoys have disappeared.

I have, &c.

(signed) *E. F. Roberts*,

William Lees, Esq. Marine Inspector.

Sir, Ballast Office, Dublin, 24 February 1862.

The Board having directed me to state what would be the probable cost of marking the several dangers in the River Shannon, I beg to report that, in order to do this effectually, it is essential that the following dangers in that river should be marked, namely:—

1. Beal Bar.
2. Reana Shoal.
3. Carrig Shoal.
4. Oyster Bank.
5. Long Rock.
6. Herring Rock.
7. Spit, south of Horse Rock, entrance to Clare River.
8. Waller Bank, North End.
9. Bridge's Rock, on Middle Ground, South End.
10. Shoal off Bridge's Rock, South Shore.
11. Bird Rock.
12. Logheen Rock.
13. Hogshead Rock.
14. Slate Rock.
15. The Whelps, East, West, and North Edge; three marks.
16. Hornet Rock.
17. Muckinish Flat; three marks.
18. Cork Rock.
19. Foul Ground, near Barrington Quay.

I would suggest that the first four named dangers (viz., Beal Bar, Reana Shoal, Carrig Shoal, and Oyster Bank) should be marked by egg-bottom conical buoys. The cost of these buoys with their moorings, together with the necessary duplicates, which are required for shifting and in case of accidents, would amount to the sum of about 368 *l.*

For marking the other dangers mentioned above, and where the nature of them will admit of so doing, I would propose to place rubble beacons, built of limestone (which is easily obtained in that locality); and where these cannot be erected for want of a proper foundation, I would propose to place pile beacons, formed of one balk of timber, iron-shod, and driven about nine feet into the mud; the piles to be cross-latticed for about two feet square. Nearly all of these dangers, except those which I have recommended to be marked by buoys, strip at low-water spring tides; some only cover at the top of the springs: therefore the necessary height for these beacons will altogether depend on the height the dangers they are intended to mark are covered at high-water; but I would suggest that 10 or 12 feet, at least, of them should be visible at all times of tide.

Beacons such as I have proposed would, at the first, cost considerably more than buoys; but the cost of maintaining them would be but trifling in comparison to the cost of maintenance of buoys, and which are so liable to be sunk or destroyed by vessels running into them.

In recommending beacons of stone or piles, I have done so on the presumption that the dangers they are proposed to mark are of that nature that they will admit of the erection of such marks respectively; but this can only be ascertained by a careful examination of them in each particular: to do so would entail an expense that I am not authorised to incur without special sanction, nor can I pretend to give a correct estimate of the probable expense of the whole, until this examination be made, and the necessary description of each beacon determined on.

I would, however, respectfully suggest that the Beal Bar and Reana Shoal be buoyed at the expense of the Mercantile Marine Fund, on the grounds that they are dangerous to vessels seeking refuge, in westerly gales, in either Scattery or Tarbert Roads (the cost of which would be about 184 *l.*)

I have, &c.
(signed) *E. F. Roberts,*
Marine Inspector.

William Lees, Esq.

Letter from the Secretary to the Board of Public Works, Dublin, to the Secretary, Ballast Office.

Sir, Office of Public Works, Dublin, 11 February 1864.

I am directed by the Board to inform you, in reply to your letter of the 8th instant, that six beacons are being erected in the Lower Shannon—viz., on the Cock Rock, the Ballast Crawford's Rock, Skilling's Rock, Lougheen's Rock, and Sod Island; and that the erection of no other beacon is at present contemplated.

I am, &c.
(signed) *E. Hornsby,*
Secretary.

W. Lees, Esq., Secretary, Ballast Office.

Appendix (E.)

Letter from Waterford Harbour Commissioners.

Sir, Ballast Office, Waterford, 23 March 1864.

In reference to your letter of the 29 th ultimo and its enclosure (extract from report by Sir James Dombrain and Mr. Callw ell), I beg to say that the subject in question was under care by the Waterford Harbour Commissioners before the receipt of the letter and enclosure; and the Commissioners are now able to report, for the information of the Port of Dublin Corporation, that the buoys of this harbour and river are now in proper position, and that their periodical cleaning and colouring is at this moment in progress.

The Commissioners wish to state that steps have been taken by them to ensure more frequent, regular, and systematic supervision of their buoys and other sea-marks.

The Resolution annexed, adopted by the Harbour Commissioners on the 21st instant, indicates that they are taking steps to enforce official responsibility for the future correctness and efficiency of the sea-marks.

The Commissioners wish to explain that the two buoys of Seedy's Bank were advisedly removed long since, many years ago. They conferred no advantage to counterbalance the degree of obstruction they caused to free navigation, lying as they did right in the track of many steamers, and other vessels not of heavy draught.

The Commissioners would therefore respectfully suggest that these two buoys be omitted from subsequent issues of the chart.

The Commissioners have had to regret that the inspection made by your Committee took place at the eve of the periodical overhaul of the buoys, and at the close of a season during many weeks of which tempestuous weather precluded boats from taking any steps for recovery of sunken buoys, replacing shifted buoys, or repair of damages.

The Waterford Harbour Commissioners are grateful for the favourable allusion again made to the expediency of erecting a small lighthouse at the spit of passage. In 1864, as in 1859, the Port of Dublin Corporation recognised and set forth the advantages that would result from such erection, and proclaimed that it would be of great utility to much more than the local trade of Waterford Harbour.

The Commissioners request and hope that the Port of Dublin Corporation will not cease to urge this view of the latter subject upon the Trinity House and the Board of Trade.

The Commissioners have also to express their thanks for the notice taken of their contemplated improvement of the ford near Waterford City.

I have, &c.
(signed) *John Farrell*, Secretary,
Waterford Harbour Commissioners.

William Lees, Esq.,
Secretary of Port of Dublin Corporation.

At Meeting of Waterford Harbour Commissioners, 21st March 1864,

It was *Resolved*,—

That we now request the pilot master to make frequent inspections of the various buoys, beacons, and sea-marks in this harbour and river, and report to this Board once a month with reference thereto, and that he shall perfectly understand that we hold him altogether responsible for the accuracy of their position and general efficiency.

Appendix (F).

Letter from Sir *James Dombrain* to *R. A. Plunket*, Esq.

Sir, Carlingford Lough, 18 February 1864.

Referring to the correspondence which has taken place upon the subject of the lights, buoys, and beacons within the jurisdiction of the Commissioners of Navigation for the Port of Newry, it appears to us, that as their powers do not extend beyond Warren Point, and that they disclaim all responsibility as to the exhibition of lights between that place and Newry, it does not come within the scope of our inquiry to require any further particulars from them.

At the same time we beg to thank the Navigation Commissioners for the ready and courteous manner in which they have met our inquiries.

I am, &c.

R. A. Plunket, Esq.,
Navigation Office, Newry.

(signed) *Jas. Dombrain.*

LIGHTHOUSES, &c. (IRELAND).

COPY of Report to the Board of Trade by the Port of Dublin Corporation of the Results of their Inspection of Local Lighthouses, Buoys, and Beacons in *Ireland*.

(*Presented pursuant to Act* 25 *&* 26 *Vict. c.* 63, *s.* 43.)

Ordered, by The House of Commons, *to be Printed*,
18 *April* 1864.

213.

Under 4 *oz.*

PILOTAGE.

(NEWCASTLE-UPON-TYNE TRINITY HOUSE.)

RETURN to an Order of the Honourable The House of Commons, dated 9 June 1864;—*for*,

COPY "of CORRESPONDENCE between the Board of Trade and Trinity House of *Newcastle-upon-Tyne*, and Pilots on the River *Tyne*, or others, relative to PILOTAGE, since the Date of the last Return made to this House."

Board of Trade, 1 November 1864.

T. H. FARRER.

(*Mr. Richard Hodgson.*)

Ordered, by The House of Commons, *to be Printed*, 26 *July* 1864.

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Part I.

Correspondence relating to the Transfer of the Pilotage Jurisdiction exercised by the Newcastle Trinity House in the Ports of—

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(In continuation of Parliamentary Paper, No. 463, Session 1863.)

(A.)

T Y N E.

— No. 1. —

(H. 298.)

The Secretary to the Shipowners' Society, *South Shields*, to the Secretary, Board of Trade.

Shipowners' Society Office, South Shields,
4 February 1864.

Sir,

I am directed by the Committee of the Shipowners' Society to forward to you the accompanying memorial, for presentation to the Lords of the Committee of Privy Council for Trade, praying their Lordships to grant a provisional order for the transference of the pilotage jurisdiction of the Tyne, at present exercised by the Trinity House of Newcastle-upon-Tyne, to a new authority, and that their Lordships would be pleased to introduce a Bill into Parliament for the purpose of obtaining a confirmatory Act for such provisional order at an early period during the Parliamentary Session now opened.

The Committee of this Society would entertain the earnest hope that their Lordships would accede to the various applications that have been made for a transference of the pilotage jurisdiction of the Tyne to a new representative authority, as has already been suggested by their Lordships, in order that the Pilot Service may be organised and managed in a manner more satisfactory to all parties interested therein.

I have, &c.
(signed) *Geo. Lyall*, Secretary.

To the Secretary,
Board of Trade, London.

Enclosure in No. 1.

To the Right Honourable the Lords of the Committee of Privy Council for Trade.

The Memorial of the Shipowners' Society of *South Shields*

Humbly showeth,

That memorials have been presented to your Lordships by the Corporation of South Shields, the shipowners, shipmasters, and other inhabitants of South Shields interested in the shipping thereof, by the pilots of the River Tyne acting within the Port of Shields, the

Part I.
Tyne.

North Shields Shipowners' Society, the shipowners of North Shields, the North Shields and Tynemouth Chamber of Commerce, the River Tyne Improvement Commissioners, and by your memorialists, praying for a transference of the pilotage jurisdiction hitherto exercised by the Trinity House of Newcastle-upon-Tyne to a new representative authority for the whole Tyne.

That the requirements of Section 40 of "The Merchant Shipping Act Amendment Act, 1862," with regard to publishing a notice of such applications to your Lordships for a transfer of the pilotage jurisdiction of the Tyne to a new authority, have been duly complied with for the purpose of enabling your Lordships to make a provisional order under the said Act for such transfer as aforesaid, and to introduce a Bill into Parliament for obtaining an Act for the confirmation of such provisional order.

Your memorialists therefore humbly pray that your Lordships will be pleased to accede to the prayer of your memorialists, and make a provisional order for the transference of the pilotage jurisdiction from the Trinity House of Newcastle to a new representative authority for the whole Tyne, and to introduce a Bill into Parliament for the purpose of obtaining a confirmatory Act for such provisional order at the earliest opportunity after the opening of the ensuing Session.

And your memorialists will ever pray.

Signed in the name and by order of the Shipowners' Society of South Shields, this 1st day of February 1864,

John L. Hall, Chairman.

(Countersigned) *Geo. Lyall*, Secretary.

— No. 2. —

(H. 298.)

The Secretary, Board of Trade, to the Secretary to the Shipowners' Society, *South Shields.*

Sir, Board of Trade, Whitehall, 22 February 1864.

With reference to the memorial from the Shipowners' Society of South Shields, praying for the establishment of a new Pilotage Board on the Tyne, I am directed by the Lords of the Committee of Privy Council for Trade to inform you that it would not, in my Lords' opinion, be proper to proceed with the Provisional Order proposed last Session unless a fresh application be made to this department, and fresh notices given, as required by Section 40 of "The Merchant Shipping Act Amendment Act, 1862."

As similar memorials have been addressed to this department by other bodies, I am to suggest that one application only, and one set of notices, will be sufficient for all who concur in seeking the same object.

I am, &c.

(signed) *T. H. Farrer.*

The Secretary to the Shipowners' Society,
South Shields.

— No. 3. —

(H. 323.)

Memorial of the Mayor, Aldermen, and Burgesses of the Borough of *South Shields.*

To the Lords of the Committee of Her Majesty's Most Honourable Privy Council, appointed for the consideration of matters relating to Trade and Foreign Plantations.

The Memorial of the Mayor, Aldermen, and Burgesses of the Borough of South Shields, in the County of Durham,

Humbly showeth,

That memorials have been presented to your Honourable Board from your memorialists the Corporation of South Shields, the Shipowners' Society of South Shields, the shipowners, shipmasters, and other inhabitants of South Shields interested in the shipping thereof, the Pilots of the River Tyne, acting within the Port of Shields, the North Shields and Tynemouth Chamber of Commerce,

Commerce, the Shipowners' Society of North Shields, the Shipowners of the Borough of Tynemouth, and the Tyne Improvement Commissioners, having reference to the pilotage jurisdiction of the Trinity House of Newcastle-upon-Tyne, and the much desired transfer thereof to a new authority of a representative character, to be constituted for the whole Tyne.

That all these memorials, with the consequent correspondence, have been made public by the printed copies of the Return of your honourable Board to an Order of the House of Commons under date of the 9th of July 1863, from which it appears that all the preliminary requirements of "The Merchant Shipping Act Amendment Act, 1862," have been complied with; and that your honourable Board are therefore in a position, at the very commencement of the approaching Parliamentary Session, to make a provisional order under the said Act, for such transfer as aforesaid, and to introduce a Bill into Parliament for the purpose of obtaining an Act for the confirmation of such provisional order.

That your memorialists are thankful to your honourable Board for the valuable information, financial and otherwise, which has been disclosed by your Return to Parliament already alluded to, the possession of which confirms your memorialists in the justice and propriety of their public endeavours for the establishment of a new pilotage authority for the Tyne, independent of the Trinity House of Newcastle-upon-Tyne, and encourages them to persevere in the course which they have taken in favour of a change, which will not only command the confidence of the public, but give satisfaction to the shipping and maritime communities of the Tyne, and to the pilots themselves who are so greatly interested therein.

Your memorialists therefore humbly pray, that your honourable Board will be pleased to carry out the wishes of themselves and the other memorialists referred to in this memorial, by the making of such provisional order, and the obtaining of such confirmatory Act of Parliament as aforesaid at the earliest practicable period.

And your memorialists will ever pray, &c.

Given under the common corporate seal of the said borough of South Shields, at a meeting of the Common Council thereof held on the 3d day of February 1864.

Richd. B. Ridley, Mayor.

Countersigned,
Thos. Salmon, Town Clerk.

— No. 4.—

(H. 323.)

The Secretary, Board of Trade, to the Town Clerk, *South Shields*.

Board of Trade, Whitehall,
15 February 1864.

Sir,

With reference to the memorial of the Mayor, Aldermen, and Burgesses of South Shields, praying for the establishment of a new Pilotage Board on the Tyne, I am directed by the Lords of the Committee of Privy Council for Trade to inform you, that it would not, in my Lords' opinion, be proper to proceed with the Provisional Order proposed last Session, unless a fresh application be made to this Department and fresh notices given, as required by Section 40 of "The Merchant Shipping Act Amendment Act, 1862." As a similar memorial has been addressed to this Department by the sea pilots of South Shields, I am to suggest that one application only, and one set of notices, will be sufficient for all who concur in seeking the same object.

I am, &c.

The Town Clerk, South Shields. (signed) *T. H. Farrer*.

Part I.

Tyne.

— No. 5.—

(H. 324.)

MEMORIAL of the Sea Pilots of the Port of *Shields*.

To the Lords of the Committee of the Privy Council for Trade and Foreign Plantations.

The humble Memorial of the Sea Pilots of the Port of Shields,

Showeth,

THAT your Lordships' memorialists petitioned your honourable Board last Session of Parliament for a transfer of the pilotage authority now exercised by the Trinity House of Newcastle-upon-Tyne to a new pilotage authority, that will better represent your memorialists, and likewise the important maritime and commercial interests of the River Tyne. Your memorialists having complied with, and published the notices required by "The Merchant Shipping Act Amendment Act, 1862," with a knowledge that the said Act of Parliament invests your Lordships with power and authority, by provisional order, to be confirmed by Parliament, to transfer the whole or any part of the jurisdiction of the said pilotage authority to a new body corporate, or body of persons to be constituted for that purpose.

We therefore renew our application to your honourable Board, and earnestly pray your Lordships to exercise the high authority vested in you, and with as little delay as possible to cause a provisional order to be issued and confirmed by Parliament, for the transference of the pilotage authority from the Trinity House of Newcastle-upon-Tyne to a new authority that will command the confidence and respect of your memorialists, and give satisfaction to the shipping communities on both sides of the Tyne.

Your memorialists feeling deep regret at the inability of your Lordships to carry out the above project last Session of Parliament on account of the threatened opposition from the Trinity House of Newcastle, and the advanced period of the Session,

Your memorialists now earnestly trust, that your honourable Board will render all the assistance in your power towards securing the above much required transfer.

And, as in duty bound, we your memorialists will ever pray, &c.

(signed) *John Hutchinson*, sen.

[and 125 other signatures.]

Acknowledged similarly to No. 3, above.

— No. 6. —

(H. 421.)

Mr. *John Clayton* to the Secretary to the Board of Trade.

Sir, Newcastle-upon-Tyne, 17 February 1864.

I HAVE the honour to forward to you for presentation to the Committee of Privy Council for Trade and Foreign Plantation, a memorial from the Tyne Improvement Commissioners, praying that an order may be made to transfer the pilotage jurisdiction now exercised by the Trinity House of Newcastle-upon-Tyne to a new body, one-third of whose members shall be appointed by the Commissioners.

I have, &c.

(signed) *John Clayton.*

To the Secretary to the Board of Trade,
London.

Enclosure in No. 6.

(H. 421.)

MEMORIAL from the Tyne Improvement Commissioners.

To the Right Honourable the Committee of the Privy Council for Trade and Foreign Plantations.

The Memorial of the Tyne Improvement Commissioners,

Showeth,

THAT, by "The Merchant Shipping Acts Amendment Act, 1862," it is enacted, that whenever any pilotage authority residing or having its place of business at one port, has or exercises jurisdiction in matters of pilotage in any other port, it shall be lawful for the Board of Trade, by provisional order, to transfer the whole or any part of the jurisdiction of the said pilotage authority to a new body corporate, or body of persons to be constituted for this purpose by the provisional order, so as to represent the interests of the several ports concerned.

That the Trinity House of Newcastle-upon-Tyne exercises sole jurisdiction in matters of pilotage in the ports of Newcastle and Shields, which together form the ancient port of Newcastle-upon-Tyne, as well as in the other ports and rivers between Whitby and the Holy Island, inclusive.

That the Trinity House of Newcastle-upon-Tyne, from the nature of its constitution, does not represent the trading interests of the Tyne, the Board being a self-elected body drawn from the limited Company of the Free Mariners of the Borough of Newcastle-on-Tyne.

That the important commercial interests of the Tyne, representing a trading tonnage inferior only to those of London and Liverpool, require the establishment of a responsible pilotage authority which shall command the confidence of the public.

That, as the harbour authority and conservators of the Tyne, your memorialists have obtained powers from Parliament for the erection of piers at the mouth of the river, and for most extensive improvements of the navigation throughout the whole extent of the tidal flow; and that, besides being the owners of the Northumberland Docks, they have Parliamentary powers not yet exercised for the construction of additional docks at Tynemouth.

That according to the principles of legislation recently applied to the cases of the Mersey and the Clyde, your memorialists, as conservators of the river, and entrusted with its improvement, are entitled to be represented in any body exercising pilotage jurisdiction on the Tyne.

Your memorialists, therefore, pray your Right Honourable Body to make a provisional order to transfer the pilotage jurisdiction now exercised by the Trinity House of Newcastle-upon-Tyne, over the sea pilotage and river pilotage of the Tyne to a new body, of which at least one-third shall be appointed by your memorialists.

Given under our Common Seal this 11th day of February 1864.

(signed) *Jos. Cowen*,
Chairman, (L. S.)

— No. 7. —

(H. 466.)

Mr. *W. E. Duncan* to the Secretary, Board of Trade.

80, Basinghall-street, London, E.C. and South Shields,
22 February 1864.

Sir,

WITH reference to your communication of the 15th inst., to the town clerk of South Shields and Mr. John Hutchinson, I am instructed on behalf of the sea pilots of the Tyne, to forward the enclosed application by them under the provisions of Section 40 of "The Merchant Shipping Act Amendment Act, 1862," for the constitution of a new pilotage authority on the River Tyne, in compliance with the suggestion of the Lords of the Committee of Privy Council for Trade, and to solicit the favour of their Lordships referring the same without delay to the Trinity House of Newcastle-upon-Tyne, under Clause 4 of the above section, in order to get the preparation and advancement of the provisional order at the earliest possible period allowed by law.

Your acknowledgment of the enclosed application in due course will oblige.

I am, &c.
(signed) *W. E. Duncan.*

T. H. Farrer, Esq.
Board of Trade, Whitehall.

Part I.

Tyne.

Enclosure in No. 7.

(H. 518.)

To the Right Honourable the Lords of the Committee of Privy Council for Trade.

The Memorial of the undersigned Sea Pilots of the Tyne, for and on behalf of themselves and others interested in the Pilotage of the Tyne,

Humbly Showeth,

That, under and by virtue of the provisions of "The Merchant Shipping Act Amendment Act, 1862," entitled "An Act to amend 'The Merchant Shipping Act, 1854,' 'The Merchant Shipping Act Amendment Act, 1855,' and 'The Customs Consolidation Act, 1853,'" power is given to your Lordships to transfer the jurisdiction in matters of pilotage exercised by any pilotage authority, having its place of business at one port, to a new authority in any other port, to be constituted for the purpose in the last-mentioned port.

That the Trinity House of Newcastle-upon-Tyne, which has its place of business at Newcastle-upon-Tyne, exercises sole and exclusive jurisdiction and authority in matters of pilotage within the River Tyne, and into and out of the same, is a self-elected, arbitrary and irresponsible body, drawn from the limited Company of Free Mariners of the Borough of Newcastle-upon-Tyne (a company that has greatly decreased, and is rapidly decreasing in numbers, importance and influence), and does not now in any degree represent the maritime and commercial interests of the several ports and places of the Tyne at which it exercises pilotage jurisdiction, and where your memorialists are individually interested, that is to say, at South Shields and North Shields, and in whom your memorialists can repose no faith and have no confidence whatever.

That the important and increasing maritime and commercial interests of the Port of South Shields require the establishment of a representative and responsible pilotage authority that shall command the confidence of the Tyne pilots and the public, and give satisfaction to the shipping and maritime communities of the Tyne.

That the majority of the Tyne pilots reside and have always resided at the mouth of the Tyne in South Shields aforesaid, in order to be in readiness and continually on the look out; that the landing of their cobles and the office of the sea pilots, where all their necessary business with the Trinity House is transacted, are now and always have been at the mouth of the River Tyne at South Shields aforesaid, and their pilot master is also a resident at South Shields.

Your memorialists, therefore, humbly pray your Lordships to make a provisional order under the provisions of "The Merchant Shipping Act Amendment Act, 1862," to transfer the jurisdiction in pilotage matters within the River Tyne and into and out of the same now exercised by the Trinity House of Newcastle-upon-Tyne, and to transfer all monies belonging thereto, to a local pilotage authority for the River Tyne, to be constituted by such provisional order, so as to represent the interests of the several ports concerned, and in which your memorialists shall have a representation.

And your memorialists will ever pray, &c.

(signed) *John Hutchinson*,
And 149 other Signatures.

South Shields, 17 February 1864.

— No. 8. —

(H. 518.)

Mr. *W. E. Duncan* to the Secretary, Board of Trade.

80, Basinghall-street, London, E.C., and South Shields,
27 February 1864.

Sir,

I beg to transmit the enclosed application by the Sea Pilots, the Shipowners' Society of South Shields, the Mayor, Aldermen and Burgesses of South Shields, the Shipowners' Society of North Shields, and the North Shields and Tynemouth Chamber of Commerce, to the Lords of the Committee of Privy Council for Trade, praying for a provisional order to constitute a new pilotage authority for the Tyne.

The suggestion in your letter of the 15th instant was considered to be that one application from any of the above bodies would be sufficient for all, consequently the memorial of the sea pilots, forwarded on the 22d instant, was sent; but the suggestion being repeated in your letter of the 24th instant, acknowledging the receipt of the memorial leads me to conclude therefrom that the

the application herewith is what you really intended as being sufficient for all who concur in asking and seeking the same object.

I am, &c.

T. H. Farrer, Esq.,
Board of Trade, Whitehall.

(signed) *W. E. Duncan.*

Enclosure in No. 8.

(H. 518.)

To the Right Honourable the Lords of the Committee of Privy Council for Trade.

The Memorial of the Sea Pilots of the Tyne, residing at South Shields, in the County of Durham, acting within the Port of Shields, and interested in the Pilotage of the River Tyne, the Shipowners' Society of South Shields aforesaid, the Mayor, Aldermen, and Burgesses of South Shields, the Shipowners' Society of North Shields, in the County of Northumberland, and the North Shields and Tynemouth Chamber of Commerce,

Respectfully showeth,

That under and by virtue of the provisions of "The Merchant Shipping Act Amendment Act, 1862," intituled "An Act to amend the Merchant Shipping Act, 1854, the Merchant Shipping Act Amendment Act, 1855, and the Customs Consolidation Act, 1853," power is given to your Lordships to transfer the jurisdiction in matters of pilotage exercised by any pilotage authority having its place of business at one port to a new authority in any other port, to be constituted for the purpose of the last-mentioned port.

That the Trinity House of Newcastle-upon-Tyne, which has its place of business at Newcastle-upon-Tyne, exercises sole and exclusive jurisdiction and authority in matters of pilotage within the River Tyne, and into and out of the same, is a self-elected and irresponsible body, drawn from the limited Company of Free Mariners of the Borough of Newcastle-upon-Tyne (a Company that has greatly decreased and is rapidly decreasing in numbers, importance, and influence), and does not now in any degree represent the maritime and commercial interests of the several ports and places of the Tyne at which it exercises pilotage jurisdiction, and where your memorialists are interested.

That the important and increasing maritime and commercial interests of the Tyne require the establishment of a representative and responsible pilotage authority, which shall command the confidence of the public and give satisfaction to the shipping and maritime communities of the Tyne.

Your Memorialists, therefore, humbly pray your Lordships to make a Provisional Order, under the provisions of "The Merchant Shipping Act Amendment Act, 1862," to transfer the jurisdiction in pilotage matters within the River Tyne, and into and out of the same, now exercised by the Trinity House of Newcastle-upon-Tyne, and to transfer all monies belonging thereto to a local pilotage authority for the River Tyne, to be constituted by such Provisional Order, so as to represent the interests of the several Ports concerned, and in which the Shipowners and Pilots of the Tyne shall have a representation.

And your Memorialists will ever pray, &c.

For and on behalf of the Sea Pilots of the Tyne,

(signed) *John Hutchinson,*
Robert Blair,
Thomas Chambers, } Pilots.

For and by order of the South Shields Shipowners' Society,

(signed) *John L. Hall,* Chairman.
Geo. Lyall, Secretary.

The Mayor, Aldermen, and Burgesses of the Borough of South Shields, by

Richd B. Ridley, Mayor. (L.S.)

Countersigned, *Thos. Salmon,* Town Clerk.

For and on behalf of the Shipowners' Society of North Shields,

(signed) *George Shotton,* Chairman.
C. H. Greenhow, Secretary.

For and on behalf of the North Shields and Tynemouth Chamber of Commerce,

(signed) *G. S. Tysack,* Vice President.
Ralph Turnbull, Secretary.

South Shields, 26 February 1864.

Part I.

Tyne.

— No. 9. —

(H. 518.)

The Secretary, Board of Trade, to Mr. *W. E. Duncan.*

Sir, Board of Trade, Whitehall, 1 March 1864.

I AM directed by the Lords of the Committee of Privy Council for Trade to acknowledge the receipt of your letter of the 27th ultimo, transmitting a joint memorial from the Corporation of South Shields, the Shipowners' Societies of North and South Shields, the North Shields and Tynemouth Chamber of Commerce, and the Sea Pilots of the Tyne, praying for a Provisional Order to constitute a new pilotage authority for the Tyne.

I am to add that my Lords presume that the notice of application will be duly published in compliance with Section 40 of "The Merchant Shipping Acts Amendment Act, 1862."

I am, &c.

W. E. Duncan, Esq., (signed) *James Booth.*
80, Basinghall-street.

— No. 10. —

(H. 518.)

The Secretary, Board of Trade, to the Secretary to the Trinity House, Newcastle-upon-Tyne.

Sir, Board of Trade, Whitehall, 1 March 1864.

I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you, for the information of the Master and Brethren of the Trinity House of Newcastle, a copy of a joint memorial, signed on behalf of the Corporation of South Shields, the Shipowners' Societies of North and South Shields, the North Shields and Tynemouth Chamber of Commerce, and the Sea Pilots of the Tyne, praying for a Provisional Order to constitute a new pilotage authority for the Tyne.

I am to request that my Lords may be favoured with any observations that the Trinity House of Newcastle may have to offer thereon.

I am, &c.

The Secretary to the Trinity House, (signed) *James Booth*
Newcastle-upon-Tyne.

— No. 11. —

(H. 538.)

The Chairman of the River Tyne Improvement Commission to the Secretary, Board of Trade.

River Tyne Commission Offices,
1, St. Nicholas' Buildings, Newcastle-upon-Tyne,
Sir, 29 February 1864.

IN reply to your communication of the 22d instant, I beg to state, on the part of the Tyne Improvement Commissioners, that their memorial, the receipt of which you acknowledge, is intended as a fresh application to the Board of Trade, praying for the establishment of a new pilotage authority on the Tyne; and the necessary notices of such application have been advertised as required by Section 40 of "The Merchant Shipping Acts Amendment Act, 1862."

I am, &c.

T. H. Farrer, Esq., (signed) *Jos. Cowen*, Chairman.
Board of Trade, Whitehall.

— No. 12. —

(H. 538.)

The Secretary, Board of Trade, to the Secretary to the Trinity House, Newcastle-upon-Tyne.

Sir, Board of Trade, Whitehall, 2 March 1864.

I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you, for the information of the Master and Brethren, Trinity House of Newcastle-upon-Tyne, the accompanying copies of memorials from the Tyne Improvement Commissioners and the Shields Pilots, praying for a Provisional Order to constitute a new pilotage authority for the Tyne, and I am to request that my Lords may be favoured with any observations the Trinity House may desire to offer thereon.

I am, &c.

The Secretary to the Trinity House, Newcastle-upon-Tyne. (signed) *T. H. Farrer.*

— No. 13. —

(H. 564.)

MEMORIAL of Committee of the Council of the Borough of Tynemouth.

To the Right Honourable the Lords of the Committee of Privy Council for Trade.

The Memorial of Committee of the Council of the Borough of Tynemouth, in the County of Northumberland, on matters relating to Trade and Commerce,

Respectfully showeth,

THAT under and by virtue of the provisions of "The Merchant Shipping Act Amendment Act, 1862," power is given to your Lordships to transfer the jurisdiction in matters of pilotage exercised by any pilotage authority having its place of business at one port to a new authority in any other port, to be constituted for the purpose in the last-mentioned port.

That the Trinity House of Newcastle-upon-Tyne, which has its place of business at Newcastle-upon-Tyne, exercises sole and exclusive jurisdiction and authority in matters of pilotage within the River Tyne, and into and out of the same, is a self-elected and irresponsible body, drawn from the Company of Free Mariners of the Borough of Newcastle-upon-Tyne, and does not adequately represent the maritime and commercial interests of the several ports and places of the Tyne at which it exercises pilotage jurisdiction, and in which your memorialists are interested.

That the important and increasing maritime and commercial interests of the Tyne require the establishment of a representative and responsible pilotage authority for the River Tyne, which shall command the confidence of the public, and give satisfaction to the shipping and maritime communities of the Tyne.

Your Memorialists, therefore, humbly pray your Lordships to make a Provisional Order, under the provisions of "The Merchant Shipping Act Amendment Act, 1862," to transfer the jurisdiction in pilotage matters within the River Tyne, and into and out of the same, now exercised by the Trinity House of Newcastle-upon-Tyne, and also all monies belonging or relating to such pilotage matters to a local pilotage authority for the River Tyne, to be constituted by such Provisional Order, so as to represent the interests of the ports concerned, and in which the Shipowners and Pilots of the Tyne shall be represented.

And your Memorialists will ever pray, &c.

Signed on behalf of the Committee,

John Foster Spence, Chairman.

Mem.—A copy of the above memorial was forwarded to the Newcastle Trinity House.

Part I.
Tyne.

— No. 14. —

(H. 673.)

The Secretary to the Trinity House, Newcastle, to the Secretary, Board of Trade.

Sir, Trinity House, Newcastle, 14 March 1864.

I AM directed by the Master and Brethren of this House to acknowledge the receipt of your communications of the first, second, and fifth instant, enclosing copies of memorials praying for authority to establish a new pilotage authority for the Tyne.

In the first place I am to point out to my Lords of the Privy Council for Trade, that the Port of Newcastle extends over the whole waters of Tyne, the Port of Shields merely existing within those limits for Custom-house purposes, but for those purposes only. This Board is of opinion, and are advised that the provisions in the Acts of Parliament referred to by the memorialists have, therefore, no application to the present case.

It is true that the Trinity House is situate at Newcastle, but between Newcastle and the mouth of the Tyne the railways on each side of the river, and the steamboats upon the river, afford constant and rapid means of intercourse every quarter of an hour; in addition to which there is also the facility of telegraphic communication; it is not alleged by the memorialists, neither is it the fact that any, the slightest inconvenience has arisen from the position of the Trinity House at Newcastle; but it is to be observed that the members of the Board have not confined themselves to attending at Newcastle, but have always attended at Shields when business required it. It is not stated in any of the memorials, but it is the fact that the Trinity House has pilot offices for the transaction of business and regular attendance both at North and South Shields.

The members of the Trinity House Board are not, as alleged, "a self-elected and irresponsible body," although they are selected from the free mariners of the Borough of Newcastle-upon-Tyne: but this selection is by open voting or scrolling, in which every free mariner is at liberty to vote or scroll, and, except when absent from unavoidable cause, does, in practice, so exercise his franchise. The statement that the number of free mariners has greatly decreased, and is rapidly decreasing in number, importance, and influence, is altogether incorrect; the number of free mariners on the books being at present 265, which shows no decrease.

It will be seen, therefore, that the constituency consists of mariners, many of whom, it may be remarked, are themselves shipowners, and thus form a body perfectly competent to judge of the qualifications of the parties to be elected, and of the duties to be discharged, of which they all have practical knowledge. In addition to this no one can be elected and sit at the Board of the Trinity House who has not been brought up to the sea service, and remained in such service until he has passed through his different degrees, and attained the position of captain, and actually been in command of a merchant vessel.

The Board submit to my Lords that the mercantile interests of the country have thus the highest assurance of a competent and skilled Pilotage Board, 23 in number, every member perfectly competent to examine pilots, judge of their efficiency, watch over the due discharge of their respective duties, and at the same time capable of affording to the pilots protection and assistance whenever required.

It will, of course, be known to my Lords that much the greatest portion of the shipping resorting to the Tyne is owned by shipowners not resident on the banks of the river, but dwelling in other localities in this and foreign countries, and a necessity hence arises that the pilotage authority should be composed of a perfectly independent Board unconnected with and uninfluenced by any particular interest.

The memorial alludes to the existence of Pilotage Boards on the Mersey and the Clyde, and I am to observe on this subject that at neither the one place or the other is there a Trinity House, so that the cases are in no way analagous; and I am to add that, without any superiority in the class of pilots as compared with the Tyne, the rates of pilotage at the ports mentioned are four or five times higher than on the Tyne.

Having

Having now adverted to all the allegations of the memorialists, the Board would remark that no statement of any public advantage to be derived from the proposed change is even alleged in the memorials, still less established. It is not pretended that the Trinity House has in any way neglected its duty, or licensed improper pilots. The efficiency of the large body of pilots on the Tyne has been repeatedly admitted, and is in no way contested even by the memorialists. A change is sought for the mere sake of change, not with the view of improving a system which the memorialists contend has produced bad results, but to alter the system which has worked and is working beneficially, and in which the memorialists have been unable to point out a fault, either on the part of the Board who appoint, or the pilots who are appointed.

I am to draw my Lords' attention to the memorial of last year from the Local Marine Board of Newcastle against any change, and also to the memorial from the shipowners of Newcastle to the same effect, and bearing the names of a very large majority of those shipowners.

The Trinity House have jurisdiction in the licensing of pilots under divers old charters confirmed by Act of Parliament. The members feel that they have discharged their duty faithfully, honestly, and laboriously, and are ready, in like manner, to continue to devote themselves to the service. Should my Lords have any suggestions to offer, the Board will deliberately and anxiously consider them ; but they will, to the utmost of their power before my Lords, and if necessary before Parliament, oppose a change sought for on no public grounds, and from which it is not pretended that any mercantile or maritime advantage is to flow.

It is proper to observe, in conclusion, that a Pilotage Board could not be established or conducted without very considerable expense, and that no means exist of defraying such expense, except by either taxing the pilotage rates received by the pilots, or by the imposition of higher rates on shipping, to both of which courses there are insuperable objections.

I have, &c.
(signed) *John Currie*,
Secretary.

The Secretary, Board of Trade,
Whitehall, London.

Mem.—Copies of the above letter were forwarded to Mr. Duncan, Mr. Spence, and Mr. Clayton, as representatives of the various memorialists. The same gentlemen were, upon proof of compliance with the provisions of the "Merchant Shipping Act Amendment Act, 1862," furnished with copies of a Draft Provisional Order. The Provisional Order, as finally settled by the Board of Trade, will be found at page 23.

— No. 15. —

(H. 808.)

The Chairman of the River Tyne Improvement Commission to the Secretary, Board of Trade.

Tyne Improvement Commissioners' Office,
Newcastle-upon-Tyne, 2 April 1864.

Sir,

I HAVE to acknowledge the receipt of your letter of the 26th ultimo, with the Draft Provisional Order in the above matter.

On the part of the Tyne Improvement Commissioners, I have to express their strong opinion that the proportion of the Pilotage Board proposed to be assigned to the Tyne Improvement Commissioners is too small, and that they ought to have the power of nominating one-third of the Board.

The Tyne Improvement Commissioners entertain grave doubts of the propriety of the pilots themselves nominating any portion of the Pilotage Board, and they suggest to the Board of Trade the further consideration of this part of the Provisional Order.

I am, &c.
(signed) *Jos. Cowen*,
Chairman.

T. H. Farrer, Esq., Secretary,
Board of Trade, Whitehall, London.

Part I.

Tyne.

— No. 16. —

(H. 1119.)

Mr. *W. E. Duncan* to the Secretary to the Board of Trade.

Sir, 80, Basinghall-street, London, 22 May 1864.

I AM desired to transmit to you the accompanying letter, with its enclosures, being the reply of the memorialists to the letter addressed by the Trinity House of Newcastle-on-Tyne to the Board of Trade, on the 14th March last, and to request that you will have the goodness to submit the same to the early consideration of their Lordships.

I have, &c.

The Secretary to the Board of Trade, Whitehall.

(signed) *W. E. Duncan.*

Enclosure in No. 16.

REPLY of the Memorialists to Letter from Secretary of Trinity House to Secretary of Board of Trade, dated 14 March 1864.

THE first objection stated against the proposed transfer of jurisdiction is that the provisions of the Act of Parliament referred to by the memorialists have no application to the present case, inasmuch as the port of Shields is not a separate port from Newcastle, except for Custom-house purposes. If there was any necessity for the memorialists to disprove the assertion on which this objection rests, it would be sufficient to refer to the Treasury Warrant,* by which the limits of the port of Shields are defined as distinct from those of Newcastle. But, in point of fact, the memorialists have not rested their prayer for a change of jurisdiction on the ground referred to, although they are of opinion that they would be fully entitled to do so. The advisers of the Trinity House seem to have overlooked the latter part of Clause 1 of the 25th & 26th Vict. c. 63, s. 39, which empowers the Board of Trade "to transfer the whole or any part of the jurisdiction of the said pilotage authority to a new body corporate, or body of persons to be constituted for the purpose by the Provisional Order, so as to represent the interests of the several ports concerned."

* *See* Sub-Enclosure, No. 1, p. 17.

But while no claim is put forward by the Shields memorialists for a separate Board, on account of Shields being an independent port, it is a very strong reason in favour of the change proposed, that its large shipping interests entitle it to be equitably represented in the management of the pilotage. On behalf of the shipowners it scarcely requires to be mentioned that, in point of registered tonnage, Shields stands third among the ports of the United Kingdom, ranking next after London and Liverpool. The amount of tonnage in 1863 was 270,930, while that of Newcastle in the same year was 114,445. As regards the vessels frequenting the Tyne, by far the greater proportion never go beyond the limits of the sea pilotage, which do not extend beyond the boroughs of North and South Shields. The only docks, viz., the Tyne and Northumberland Docks, are both within these respective boroughs. A third dock, specially adapted for vessels of a large class, is proposed to be made near the mouth of the Tyne; but no additional accommodation of the kind has ever been suggested above the present docks, or out of Shields Harbour. Under the Tyne Improvement Commissioners, whose arrangements, as a body of recent origin, may be supposed to have reference to existing requirements, and which is constituted with a view to represent all parts of the river, the principal harbour-master and his deputy reside at and are stationed, as a matter of course, at Shields, the officer at Newcastle being only a subordinate. In like manner the head quarters of the River Tyne police are at South Shields, where the superintendent also resides.

According to the Custom-house returns, it would appear to the uninitiated that Newcastle is the actual port of the Tyne. But in reality it is only for Custom-house purposes that Newcastle occupies such a position; and this circumstance constitutes a grievance which the memorialists feel assured will not be regarded by the Board of Trade as a reason why they should continue to submit to injustice in the matter of the pilotage, but the contrary.

The following statement of the comparative numbers of the vessels moored within the limits of the Shields pilots, and above these limits, in the year 1863, conclusively proves the extent to which the interests of these boroughs are entitled to be represented:—

Within the District of the Sea Pilots.

Vessels moored in Tyne Dock - - - - - - - - -	5,472
Ditto - in Northumberland Dock - - - - - - -	4,961
Average number of vessels moored in the Shields Harbour, below and not entering either dock, as ascertained from police returns - -	5,617
TOTAL Number within the Borough of Shields - - -	16,050
Average number of vessels moored above the docks, and including Newcastle Quay - - - - - - - - - - -	2,808

The

The distance from the docks to the mouth of Shields Harbour, at Clifford's Fort, is about two miles; and from the docks to Newcastle Bridge it is more than six miles. Almost the only seagoing or coasting vessels that go above the docks, with the exception of two or three passenger steamers, are craft of a small description, few of which employ pilots. Even of these vessels a considerable proportion do not go so far as Newcastle. From this it may be judged how far the ancient and self-elected corporation located in that town can be justified in desiring to exclude from the benefit of the Shipping Amendment Act those important local interests represented by the memorialists, and expressly provided and intended by the Act to be conferred.

As further corroborative of this view, it may be stated that the great majority of the pilots in active service reside at South Shields, both sea pilots and up-river pilots finding it the most convenient place on account of its nearness to the entrance of the Tyne. The river pilots at Newcastle are comparatively few, and nearly all old men. At the village of Howdon, which is situated above the docks, and at other stations up the river, there are 34 pilots; but these men recently addressed a memorial to the Trinity House, complaining that, by a change in the regulations which was made nearly two years ago, they had been deprived of the means of earning a livelihood, there being employment left for only three of their number. Some 20 of the sea pilots live at Cullercoats, a fishing village on the coast, within the borough of Tynemouth; the rest of the men reside at South Shields. Nevertheless, whenever the Trinity House have any business with the sea or river pilots, they are summoned and always required to attend at Newcastle, as on the 18th of last month, and again on the 2d of the present month of May, when 12 of the sea pilots were summoned without any reason whatever alleged, and were accompanied to Newcastle by the entire body of the sea pilots, under the belief that their rights were interfered with. The number of sea pilots is 175; of the river pilots 28 live at South Shields; 34 at Howdon and stations up the river, and 20 at Newcastle; several of these are old men past service, and are now residing in the almshouse of the Trinity House.

It is represented by the Trinity House that, inasmuch as the Board is elected by the members of the "Free Mariners of Newcastle," the mercantile interests of the country have the highest assurance of a competent and skilful Pilotage Board, every member perfectly competent to examine pilots and judge of their efficiency. It is alleged that "it is not pretended that the Trinity House has in any way neglected its duty, or licensed improper pilots." Now, even if these assertions on behalf of the Trinity House were well founded, that would not be a sufficient reason why the shipping interests of the Tyne should not share in the representation intended to be conferred by the recent Act. So far as maritime knowledge and experience are concerned, the proposed representative body would, at the least, be as competent as the Trinity House to manage the pilotage. But in addition to the mere practical knowledge that is requisite, the members of such a public body should be men who represent the business intelligence and respectability of the district, and whose transactions with other local bodies and interests might be conducted so as not to form the subject of constant dissatisfaction and complaint. It has long been notorious in the district, and must be well known to the Lords of the Committee of the Privy Council for Trade, that the Trinity House does not come up to these standard requirements; the elder brethren, whatever may have been their early callings, being nearly all small traders, who are understood to be chosen, not with a view to public interests, but for the sake of certain petty emoluments and privileges. Their dealings with the shipowners of North and South Shields, with the Tyne Commissioners, and with the pilots, have been of a most unbusiness-like character, of which an instance is afforded in connection with the pilotage to the Northumberland Dock,* as also the imperfect and ambiguous bye-laws propounded by them in extending the sea pilots district.

* *See* Sub-Enclosure 2, p. 18.

It is desirable that any pilotage authority should modify its regulations with reference to the changes that are being made by other authorities affecting the navigation of the Tyne. The entrance thereto, owing to the dredging operations of the Commissioners, has for a considerable time been greatly deepened, the depth at low water being now 17 feet, whereas formerly it was only seven feet. Vessels of considerable draft accordingly pass the bar at the lowest state of the tide; but the regulations of the Trinity House are still maintained, on the assumption that there are several hours of each tide during which there is less than 13 feet of water on the bar, during which the lights at the mouth of the harbour under the control of the Trinity House are extinguished at night, and the flag is lowered in the day time, as a notification that it is improper to cross the bar during these hours; but neither pilots nor captains of steam-boats pay any heed to the antiquated announcement, though the want of lights at night cannot but entail needless danger on vessels then crossing the bar. The authority of the Trinity House in connection with lights, signals, buoys, and beacons, is distinct from the question of pilotage, but it is closely connected with it in this instance; and any pilotage Board of ordinary intelligence would doubtless consider it to be its duty to secure more modern arrangements in a matter of so serious importance as the entrance to the harbour during several hours of the night. If the entrance to a harbour is made accessible at all hours by the large expenditure of one public Board, it seems a strange anomaly that another, having charge of the lights and signals, should continue to act as if there had been no improvement.

As to the assertion already quoted, that "it is not pretended that the Trinity House has in any way neglected its duty, or licensed improper pilots," it is to be observed that this statement is not by any means correct, as the licensing of unqualified persons and without proper examination has been made the subject of serious public complaint (Enclosure 3).

Part I.
—
Tyne.

In place of licensing men who have been trained to the local pilotage by long service, the Trinity House has lately been giving branches to fishermen who are neither acquainted with the mouth of the River Tyne nor the management of a ship. In consequence of improvements in the navigation the necessity for pilots is rather diminishing; and the pilotage authority, having this in view, should be careful not to increase the number of pilots unduly, there being a large number of qualified men already for whom there is scarcely sufficient employment. It is, nevertheless, under these circumstances that the Trinity House have been introducing to the service men from Cullercoats, a fishing village on the neighbouring coast, who are alike untrained and unqualified. Formerly the qualifications of applicants were judged by a committee of the pilots themselves, who are the only persons really competent, from their local knowledge, to conduct such an examination. This practice has for some time been discontinued, and the examinations, such as they now are, have been conducted by some members of the Trinity Brethren, who are as little capable and qualified to test the local knowledge, of a pilot, as a strange captain is to pilot his own ship without a local guide. The general knowledge of seamanship acquired in early life, on which the Trinity Brethren rest their claim to confidence, is of no use as a substitute for the local knowledge which forms the peculiar qualification of a pilot, and should be the foremost requisite in the case of applicants for branches, and can be derived only from a lengthened servitude in the pilot service.

In addition to other grounds of complaint against the Trinity House, their administration of money matters connected with the Tyne Pilotage has furnished reasons for great dissatisfaction. Until quite recently they refused to communicate any information with reference to these matters. For more than 60 years the pilots have contributed to a fund for the benefit of widows and superannuated men; as to the state of which, it may be supposed they had a right to be informed. But the only answer which the Board of the Trinity House gave to the requests that were made for such information, was to deprive of their licences the men who had dared to make such reasonable requests; two of these men continued for nearly a year to be deprived of authority to pursue their calling as pilots, and the other was absolutely deprived of his branch. Their Lordships are well aware that the annual returns made by the Trinity House, in accordance with the Merchant Shipping Act, 1854, sec. 337, have from time to time entirely evaded the requirements of that Act, and have afforded no adequate information as to the detailed receipts, expenditure, and balance in hand on account of pilotage. Their Lordships are also well aware of the trouble it has cost to obtain from the Trinity House a more explicit statement on these points, of which abundant proof is to be found in the correspondence on the subject contained in the Return from the Board of Trade, of 5th November 1863, printed by Order of the House of Commons. The statements which the Trinity House were at length compelled to make, disclosed for the first time that, at the end of 1862, there was a balance standing to the credit of the river pilots on the Tyne of 10,995*l.* 16*s.* 4*d.*, and to the Tyne sea pilots of 8,518*l.* 1*s.* 6*d.* The amount paid annually in pensions out of the former funds amount to a little over 200*l.* being a dividend of only 2 per cent., from a capital to which the river pilots had been contributing at the rate of 5 per cent., until about two years ago. At that time, as explained in Enclosure No. 2, nearly one-half of these pilots lost their employment by the Northumberland Dock being included within the sea pilotage. Out of the large pilots' fund just mentioned, the Trinity House had ample means to compensate these men for their losses, and their attention was frequently called to the distress that was being suffered by the Howdon pilots from the loss of employment, occasioned by the new bye-laws. But so far was the Board of the Trinity House from giving any heed to these well-founded complaints that, for 15 months, they did not even make any payment to the river pilots out of the compensation money paid by the Treasury, and which it was their duty to have paid quarterly, and they have hitherto absolutely refused to give any account or statement as to the application of a very large proportion of such compensation money withheld by them.

When this compensation money was at length paid, the distribution thereof by the Trinity House was very far short of the amount to which the pilots were entitled, and which had been received on their behalf by the Trinity House from Her Majesty's Treasury. The latest published statements that throw any light on this subject are contained in the Return just referred to, and extend only to the year 1860, which formed the basis on which the amount to be paid for 10 years by way of compensation or indemnity for the abolition of differential pilotage was to be fixed. These statements, which have reference to all the ports under the the jurisdiction of the Trinity House of Newcastle, disclose a very glaring case of injustice with reference to the Tyne Pilotage, as compared with the other ports. The payments to the Tyne pilots are subjected to a great many serious deductions, from which the others are free; the Tyne pilots, in fact, seem to have been made to bear almost the exclusive burden of commissions, which the Trinity House had no right to deduct from the compensation money at all, after the annual amount had been commuted. In the case of the outports, including Sunderland and Hartlepool, the deductions are at the rate of 8 per cent. From the payments made to the river and sea pilots of the Tyne, the deductions amount to 30 per cent., and in the case of the river pilots, taken separately, the abatements are at the rate of 40 per cent. (Enclosure No. 4).

It is not easy to understand how there should be such large deductions, which still continue to be made by the Trinity House, notwithstanding that the arrangement has been adopted of making an equal or *pro ratâ* division among the sea, as well as among the river pilots, in accordance with which, of course, the whole amount should be divided. Formerly, the men were paid according to their tickets proving the number of foreign vessels they had piloted,

piloted, and it was understood that these tickets were the vouchers on which the Trinity House received the money from the Treasury, and which are now rendered totally unnecessary.

It is represented that the Trinity Brethren are "capable of affording to the pilots protection and assistance whenever required," and "that they have discharged their duty, faithfully, honestly and laboriously." To this it may be observed that among other things, the Trinity Board have shown an entire disregard of the urgent necessities of the commerce and navigation of the Tyne, in failing to provide the requisite means for enabling pilots to board vessels at sea, in stormy weather, while making for the Harbour of Shields. With one solitary exception, the only means whereby the pilots can proceed to sea, is by small cobles or boats, a class of vessels utterly incapable of crossing the bar, or living at sea, in rough weather. It thus frequently happens during the severe storms that occur on this part of the north east coast in winter, that no pilots can be obtained on board of vessels making for the Tyne, just at the time and under the circumstances when their services are most urgently needed. The pilots themselves have endeavoured to supply this long recognized and much felt want, by providing a steamboat to take them to sea on such occasions, but one steamer is altogether inadequate to the requirements of the pilot service. Notwithstanding this, however, the Trinity House have done nothing to support the pilots in their efforts to procure a sufficient number of steamboats suited for the service, or to provide pilot cutters, as are employed with so much advantage at Liverpool, for the boarding of vessels making for the Mersey. This neglect of duty on the part of the Trinity House was strongly animadverted upon some time back in the local newspapers, but no steps have been taken by them to remedy the deficiency or meet the urgent requirements of the navigation.

With reference to the memorials from the Local Marine Board and the ship owners of Newcastle, upon which the Trinity House lay so much stress, it is to be remarked that such memorials were not only originated but were signed by members of the Trinity House, and with these exceptions the Trinity House in their attempted opposition are entirely unsupported by any public body or body of private persons, in any way interested in the shipping of the Tyne. On the other hand, the memorialists are supported by all the public functionaries and corporate bodies on both sides of the River. The vast majority of shipowners of the Tyne are residents at North and South Shields, and they are entirely in favour of the proposed change, while those remaining at Newcastle by having a representation of three members as proposed by the Provisional Order, will, it is submitted have their interests quite as efficiently cared for and protected under the proposed new authority as they can possibly be under the existing Board.

On behalf of the Trinity House, the objection has been made that an independent representative body, such as the one proposed, would be unable to meet the necessary expense, without increasing the charges for pilotage. No doubt the Trinity House has sources of large income independent of the pilotage. But this only renders the deductions just referred to all the more inexcusable, and tends to confirm the established belief in the district, that this ancient corporation is maintained for the sake of the emoluments connected with it, and not for any benefit it renders to the community. That the cost of conducting a new Board could not be defrayed for less than the expense now incurred, is simply absurd. Exclusive of the large deductions just referred to, and after making allowance for payments on account of superannuations, there is a balance of about 750*l.* which is expended for salaries, rents, &c.; such a sum, it is believed, would be found amply sufficient to cover all the expenses that would be incurred in the management of the proposed Board.

South Shields, May 1864.

Sub-Enclosure 1, in No. 16.

EXTRACT from the "London Gazette," No. 20,842, Friday, 31st March 1848.

WE, the undersigned, being three of the Lords Commissioners of Her Majesty's Treasury of the United Kingdom of Great Britain and Ireland, do hereby, under the authority of an Act passed in the Session of Parliament holden in the ninth and tenth years of the reign of Her present Majesty Queen Victoria, intituled, "An Act to amend the Laws relating to the Customs," appoint Newcastle and Shields to be ports in that part of the United Kingdom called England; and we do hereby declare that, from and after the 5th day of April next, the limits of the port of Newcastle shall comprise the River Tyne, westward of a supposed straight line drawn from the east end of Jarrow Quay, on the south side of the said river, in the county of Durham, to the east end of Whitehill Point Sand, on the north side of the said river, in the county of Northumberland, including all quays, wharves, shores and staiths within the said limits.

That the limits of the port of Shields shall commence at the south side of the River Aln, in the county of Northumberland, and continue from thence along the coasts of the said counties of Northumberland and Durham to Souter Point, in the latter county, including so much of the River Tyne as is northward of a supposed straight line drawn from Whitehill Sand Point, on the northern side of the said river, in the county of Northumberland, to Jarrow Quay, on the south side of the said river, in the county of Durham.

Part I.

Tyne.

And we, the said Lords Commissioners of Her Majesty's Treasury, do further declare, that the limits seaward of the said port of Shields shall extend to a distance of three miles from low-water mark out to sea, and that the limits of the said port shall include all islands, bays, harbours, rivers and creeks within the same respectively.

And we, the said Lords Commissioners of Her Majesty's Treasury, do hereby annul all former limits of the said ports.

Whitehall Treasury Chambers, the 30th day of March 1848.

(signed) *R. M. Bellew.*
H. Rich.
Shelburne.

See copy "Gazette" of 6th June 1848, altering limits of ports.

EXTRACT from the "London Gazette," No. 20,864, Tuesday, 6th June 1848.

PORTS of NEWCASTLE and SHIELDS.

WE, the undersigned, being three of the Lords Commissioners of Her Majesty's Treasury of the United Kingdom of Great Britain and Ireland, do hereby, under the authority of an Act passed in the Session of Parliament holden in the ninth and tenth years of the reign of Her present Majesty Queen Victoria, intituled, "An Act to amend the Laws relating to the Customs," appoint Newcastle and Shields to be ports in that part of the United Kingdom called England.

And we do hereby declare that, from and after the 1st day of June next, the limits of the port of Newcastle shall comprise the whole of the River Tyne down to the eastern end of Jarrow Quay, and shall extend from thence along the mid-channel of the said River Tyne to a point in mid-stream opposite to the eastern end of Whitehill Point Sand, and shall comprise so much of the said river as is northward of mid-stream between the eastern end of Jarrow Quay and the eastern end of Whitehill Point Sand aforesaid, and including all quays, wharves, shores and staiths within the said limits.

And that, from and after the 1st day of June next, the limits of the port of Shields shall commence at the southern side of the River Aln, and continue from thence along the coasts of Northumberland and Durham to Souter Point, in the latter county, including the whole of the River Tyne up to the eastern end of Whitehill Point Sand, and shall extend from thence along the mid-channel of the said River Tyne to a point in mid-stream opposite to the eastern end of Jarrow Quay, and shall comprise so much of the said river as is southward of mid-stream between the eastern end of Whitehill Point Sand and the eastern end of Jarrow Quay aforesaid; and that the limits seaward of the said port of Shields shall extend to a distance of three miles from low-water mark out to sea; and that the limits of the said port of Shields shall include all islands, bays, harbours, rivers and creeks within the same respectively.

And we do hereby, from and after the said 1st day of June next, annul all former limits of the said ports of Newcastle and Shields respectively.

Whitehall, Treasury Chambers, the 27th day of May, 1848.

(signed) *R. M. Bellew.*
W. Gibson Craig.
Shelburne.

Sub-Enclosure 2, in No. 16.

"North and South Shields Gazette," Saturday, 23d April 1864.

"TRINITY HOUSE ON ITS LAST LEGS.

"A DIFFICULTY has just arisen between the Trinity House of Newcastle and the Shields pilots which illustrates in a very striking way the peculiar style of management pursued by this antiquated body. As our readers are aware, the Northumberland Dock was, the summer before last, included within the limits of the sea pilotage. This concession, like all other improvements, was obtained from the Trinity House with great difficulty, on the representation of the Shields shipowners and the River Tyne Commissioners. By the transfer of their ships to a dock just above the old limits of the harbour, shipowners had become subject to a double pilotage; but, the Tyne Dock being within the sea limits, vessels going there were only subject to one pilotage, which, of course, gave the dock on the south side a very serious advantage over the one that had been built by the Commissioners on the north side. Under great pressure, however, the Trinity House agreed to include

include the Northumberland Dock within the sea limits. Anciently these limits had been a line drawn across the Tyne from Whitehill Point, which was the natural boundary of the old harbour of Shields. By the construction of a dock immediately above, however, this natural boundary was abolished, and, the shipping of Shields being in great part transferred to the docks immediately adjoining, these docks, as a matter of course, came to form part of the harbour of Shields, so far as the purposes of navigation and the meaning of language are concerned. That the Shields pilots should not be allowed to take ships into or out of these Shields docks was too outrageous a piece of injustice for even the Trinity House to persevere in. Though their special mission has always been to impose burdens and annoyances and difficulties on all with whom they have dealings, they were obliged to give up the unnecessary tax for river pilotage, which in this case they so unwarrantably imposed on the owners of the dock and the shipping. They accordingly agreed that 'the limits of sea pilots bringing in ships or vessels from sea, or taking the same to sea, shall be a line drawn across the River Tyne from the entrance of the Northumberland Dock, and including the same dock, as well as the dock at Jarrow.' Another regulation which was adopted at the same time, and which appears to be the necessary complement of this change, was 'that both sea and river pilots may move any ship or vessel either up or down within the harbour of Shields.'

"All went on smoothly for the first 18 months, under the new regulations; but it seems that the Trinity House, with that very peculiar kind of legal subtlety which is at their disposal, have at length discovered an interpretation of the rules which may enable them at once to inflict annoyance and expense on the shipowners and the Commissioners, to do an injury to the sea pilots, and cause ill-feeling between them and the river pilots in a way that may be of service now that the day of destruction for the old corporation is so evidently drawing near. Ten of the sea pilots were summoned to appear at Newcastle on Monday last, without any reason assigned, and to bring their branches with them. At a meeting of the pilots, held beforehand, it was resolved that they should go in a body, and that the men summoned should be supported in refusing to give up their branches, as in former cases there had been ample experience of what that involved. The Trinity House people tell the Board of Trade that they are in the habit of coming to Shields whenever they are required. There is, indeed, a handsome charge in the accounts for the Committee coming to Shields; but, in point of fact, it is Shields that goes to Newcastle. It certainly did so in this instance; what the shipping did in the meanwhile for pilots we have omitted to inquire. At Newcastle the offending pilots were called in, one by one, to the awful presence of the old marine-store dealers who compose the high and mighty Corporation of the Trinity. They were asked if they would give up their branches; but this they respectfully declined to do, stating that they desired time to obtain advice regarding the matter in dispute. As to what this matter was they had previously no actual information, the Trinity House, in accordance with all the nature of arbitrary authorities, preferring to work in the dark. They had shrewdly suspected, however, from a proclamation issued some time ago, that the charge to be preferred was that of piloting ships from the Northumberland Dock to the harbour below, or from the harbour to the dock. They had been doing so without question for some 18 months, and nobody but a lawyer would have dreamt of any question being raised about the matter. Certainly, if the shipowners or Commissioners had considered the possibility of vessels stopping on their way between the docks and the sea being subjected, on account of the stoppage, to a special tax in the name of river pilotage, not even the perverse ingenuity of Mr. Philipson would have evaded a distinct and unmistakable exclusion of any such possibility. When shipowners are now told of the juggle that is attempted by the Trinity people they only stare in astonishment, and exclaim 'Just like them!'

"As the Provisional Order, transferring the jurisdiction both in sea and river pilotage from the hands of the Trinity Brethren has already been issued by the Board of Trade, and only waits the sanction of Parliament, which it is certain to obtain within a few weeks, it would be altogether out of place to make this latest quibble of the Trinity House the subject of any fresh legal discussion. We do not by any means desire that the question should be ignored. By no means. Had Mr. Philipson been retained in favour of the new jurisdiction he could scarcely have devised anything better calculated to help forward the cause. 'I thank thee, Jew, for teaching me that word.' Shipowners, river commissioners, pilots, and the community in general, the Board of Trade, and the Committee of the House of Commons will now be able all the more strongly to appreciate the sound practical reasons for taking the management of the pilotage out of the hands of these miserable old pettifoggers, and entrusting it to a Board which shall represent the interests concerned. The Trinity House need make no pretence about having done their best in this matter for the down-river pilots stationed at Howdon, who have suffered greatly by the new regulations. It would be mere mockery in the Trinity House to plead any sympathy with these men. So far as the pilots are concerned, there is no class among them who have such strong reasons to desire a change of authority as the river men have, for the Trinity House, it has been ascertained, have in their hands funds belonging to these men, which, along with the compensation money, if that were honestly paid, would be sufficient to pension them off on comfortable annuities, and otherwise to settle in the most satisfactory manner all conflicting difficulties between sea and river pilotage. The river pilots have recently discovered, to their great surprise and delight, that they have a fund amounting to nearly 12,000 *l.*, besides a compensation fund, which should yield a large sum yearly to each man so long as it continues. These funds will be transferred to the new Board, whose first and most incumbent duty it will be to apply them honestly and judiciously in relieving the distress of those to whom they

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they belong. As to keeping the money to themselves and taxing the shipping in order to compensate the pilots, that is a proceeding which they will not have the power, if they had the will, to be guilty of. Such a style of thing can only characterise those antiquated and corrupt institutions, of which the Trinity House is the only surviving example. Happily, so far as its pilotage authority is concerned, it will not survive much longer."

Sub-Enclosure 3, in No. 16.

"North and South Shields Gazette," Saturday, 13 February 1864.

"The River Commission and the Trinity House.

"At the meeting of the River Commissioners on Thursday, Mr. Stevenson moved that the Commissioners should memorialise the Board of Trade in favour of the proposed transference of the pilotage authority for the Tyne from the Trinity House to a new Board, at which the Commissioners should be represented. The only speaker in opposition to the proposal was the legal adviser of the Trinity House, and although there was a full meeting on the occasion the only Commissioners who voted against it were Mr. Philipson and Mr. Dodds. From this overwhelming majority of votes from gentlemen representing the different localities on the river, and the town of Newcastle in large proportion, it will be understood by the Board of Trade and by the Legislature to what extent the public opinion and the business interests of this district are in favour of the proposed change. There is no public body which so correctly represents that opinion and these interests as the River Commissioners, of whom only one is in favour of the Trinity House, always excepting the law agent of the Brethren, whose vote, of course, has no weight in this connection.

"But although Mr. Philipson's expressed opinions can have little influence on this account either with the public or the Board of Trade, they cannot be allowed altogether to escape notice. It may be all very well for Mr. Philipson to deprecate being mixed up in public estimation with the petty knaveries of the Trinity Brethen, on the ground that he is only their legal adviser. But as a member of the Commission he has no right to claim exemption from criticism for this reason, though it is quite sufficient to destroy any influence he might otherwise exercise. Mr. Lockey Harle very properly retorted on Mr. Philipson in the midst of his personalities, by reminding the meeting that he was the solicitor to the Trinity House; but, as Mr. Harle justly remarked, his constituents did not send him to the Town Council to represent his clients, and we presume the Council did not elect him a River Commissioner because he was solicitor to the Trinity Brethren. On this occasion what Mr. Philipson said was a piece of special pleading throughout. The circumstance that this is now the third time the Commissioners have memorialised the Board of Trade to change the pilotage jurisdiction, he referred to as a proof that the Board are pleased with the present arrangement and opposed to the desired transfer. He might with as much truth say that the Board is opposed to the transfer from the Trinity House in the case of Hartlepool, although the Provisional Order was passed and the Bill brought into Parliament last Session. The correspondence lately published between the Board of Trade and the Trinity House, very clearly proves to what extent Mr. Philipson's clients have the good opinion of the Board, and what chance they have in the coming Session of maintaining their authority on the Tyne, in opposition to the public demands and requirements. We can inform Mr. Philipson, and he is very welcome to the compliment, that the reason why the public bodies of the district are taking the trouble to begin *de novo*, and repeat the course of memorials and public notices, as prescribed by the Merchant Shipping Amendment Act, is not because they are doubtful of the Board of Trade, but because they are convinced that the solicitor to the Trinity House will not suffer any ground of objection to pass, however petty, on which proceedings in connection with the proposed change might be protracted from year to year.

"Mr. Philipson's sole plea for the Trinity House is the efficiency of the pilots, and the moderate rate of charges. Now, to what extent is the Trinity House entitled to credit for the character of the pilots? Mr. Philipson speaks of the practical competence of the Brethren to examine candidates, and ridicules the proposal for a Board to be elected by the shipowners, the pilots, the River Commissioners, and the Board of Trade. That the River Commission should be represented in such a Board, would, at any rate, not be so very much out of place as the appointment of lawyers to be River Commissioners. But the members of the Board need not have any more to do with the examination of pilots than the members of the Commission have with the practical engineering work that is superintended by Mr. Ure. In point of fact, the Trinity Brethren, for whom Mr. Philipson claims credit for practical knowledge, did not examine candidates until recently. In the case of the sea pilots, the examinations were conducted by a Committee of twelve, not Brethren, but pilots with the pilot-master presiding. Two of the Brethren were present indeed, but merely as on-lookers, for any so-called practical knowledge possessed by these small traders and dealers in marine stores certainly does not include the minute local information which should be considered necessary for a Tyne pilot. Now, in reply to Mr. Philipson's claim of practical efficiency, we beg to repeat the charge we have brought forward before now,

now, of the Trinity House having recently entirely abandoned the system by which the efficiency of the pilots was secured, and with having instead adopted a course by which they are systematically lowering the hitherto high character of the Tyne pilots, by licensing men who are totally unqualified. About 18 months ago the examining committee of pilots was discontinued, the pilots at that time having dared to show signs of a desire to have some information about their own pecuniary affairs. A Committee of the Brethren was appointed instead, whose practical knowledge has been proved by their licensing men as pilots who are alleged, with very considerable reason, not to know 'the stem from the stern of a ship.' At the present time there is no occasion to go outside the young men who have been regularly trained to the business, whose fathers and grandfathers were pilots before them, and who may be said themselves to have been born and bred pilots—a state of things to which is to be ascribed that efficiency of the Tyne pilots which was so long maintained, in spite of the notorious inefficiency and corruption of the Trinity Corporation. With the decreasing need for pilots, on account of the great improvement of the navigation, these young men supplied all the real demand for additional pilots, and more than all. But the new Committee have gone elsewhere for additions to the body of pilots, for whose efficiency Mr. Philipson claims credit to the Brethren. Within a short time no fewer than 10 Cullercoats fishermen have received branches. The following are their names:—Robert Nicholson, Joseph Robinson, Robert Taylor, Robert Pearson, Andrew Taylor, John Storey, Bartholomew Taylor, John Forster, James Jefferson, and John Pearson. What qualifications can fishermen from Cullercoats have to pilot ships into the Tyne? In addition to not having practical acquaintance with the ground, in most cases, if not in all, they are unacquainted with the commonest elements of seamanship; it is actually questioned if some of them were ever on board a ship before they were licensed. There have been occasions when they have had to hail other pilots and ask if they could take ships in at certain times, and some of them have been known to call properly qualified pilots aboard to take charge of vessels with which they have been entrusted.

"This is the kind of efficiency which the Trinity Brethren deserve credit for securing to the pilot service. At a time when it would be better to license no new pilots at all, they persist in making such additions, alike to the injury of the shipping interest, of the existing body of pilots, and of the legitimate and qualified applicants for any vacancies. If the Shields pilots were two years ago acknowledged, on high authority, to be the best in the kingdom, that was at a time when the pilots were all trained and examined in the manner we have described. Since the examinations have been taken into the hands of the Brethren a large proportion of the pilots licensed have undergone no training whatever, and have no seamanship beyond that implied in being able to manage a fishing boat. It therefore becomes highly necessary that the power of making such pilots should be taken out of the hands of the Trinity House without delay, and committed to a representative body, composed of respectable men, who would be actuated by a proper regard for the important interests involved, and not by the paltry motives which are well known to direct the conduct of the petty hucksters whom Mr. Philipson has the honour and profit of representing.

Sub-Enclosure 4, in No. 16.

MONEYS received from the Government by the Trinity House at *Newcastle-on-Tyne* as Indemnity for the Abolition of Differential Pilotage for the River *Tyne*, and showing how they were applied by the said Corporation for the Years 1858, 1859, and 1860; Extracted from a Return to an Order of the Honourable The House of Commons, dated 9 July 1863.

1858.	£. s. d.	£. s. d.
Total received by the Trinity House on account of Sea and River Pilots of the Tyne - - - - - - - - -	- -	5,516 13 2
DEDUCTIONS.		
Commissions to Collectors of Customs at Newcastle - -	275 15 10	
Commissions to Secretary of Trinity House at Newcastle -	183 18 4½	
Commissions to Pilot Masters - - - - - - -	275 15 10	
£.	735 10 -½	
Moneys alleged to be unclaimed and applied in aid of Pilots' Fund - - - - - - - - - - -	1,199 9 7	
		1,934 19 7½
Remainder paid to Pilots - - - £.		3,581 13 6½

Total Deductions in 1858 - - - £. 1,934. 19. 7½., or £. 35. 1. 6. per Cent.

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1859.	£. s. d.	£. s. d.
Total received by the Trinity House on account of Sea and River Pilots	- -	5,896 16 6
DEDUCTIONS.		
Commissions to Secretary of Trinity House at London	37 18 11	
Commissions to Collector of Customs at Newcastle	294 16 4	
Commissions to Secretary of Trinity House at Newcastle	196 11 8	
Commissions to Pilot Masters	294 16 4	
£.	824 3 3	
Moneys alleged to be unclaimed and applied in aid of Pilots' Fund	1,100 5 7	
		1,924 8 10
Remainder paid to Pilots - - - £.		3,972 7 8

Total Deductions in 1859 - - - £. 1,924. 8. 10., or £. 32. 12. 8¼. per Cent.

1860.	£. s. d.	£. s. d.
Total received by the Trinity House on account of Sea and River Pilots	- -	5,638 5 10
DEDUCTIONS.		
Commissions to Secretary of Trinity House at London	86 16 6	
Commissions to Collector of Customs at Newcastle	281 17 5	
Commissions to Secretary of Trinity House at Newcastle	187 19 7	
Commissions to Pilot Masters	281 17 5	
£.	838 10 11	
Moneys alleged to be unclaimed and applied in aid of Pilots' Fund	883 12 10	
		1,722 3 9
Remainder paid to Pilots - - - £.		3,916 2 1

Total Deductions in 1860 - - - £. 1,722. 3. 9., or £. 30 10. 10⅓. per Cent.

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(1329.)

The Secretary, Board of Trade, to the Secretary to the Trinity House, Newcastle-upon-Tyne.

Board of Trade, Whitehall,
27 June 1864.

SIR,

WITH reference to the statement contained in my letter of the 10th instant, to the effect that their Lordships were not at that time prepared to state whether the Provisional Order relative to the Tyne Pilotage could be proceeded with this Session, I am directed by the Lords of the Committee of Privy Council for Trade to acquaint you, that they have decided on proceeding with the Provisional Order in question, and propose, during the present Session, to introduce into Parliament a separate Public General Bill for the confirmation of the same.

A copy of the Provisional Order, as settled by their Lordships, is herewith enclosed.

I am, &c.
(signed) *James Booth.*

The Secretary to the Trinity House,
Newcastle-upon-Tyne.

Mem.—Copies of the Provisional Order were also sent to the representatives of the various memorialists.

Enclosure in No. 17.

The Tyne.

Provisional Order of the Board of Trade for constituting Pilotage Commissioners for the River *Tyne*, and for regulating their Jurisdiction.

Preamble.

Whereas under "The Merchant Shipping Act Amendment Act, 1862," certain persons interested in the pilotage of the Tyne, made application in writing to the Lords of the Committee of Her Majesty's Most Honourable Privy Council appointed for the consideration of matters relating to Trade and Foreign Plantations, hereinafter called the Board of Trade, praying the Board of Trade to make a Provisional Order under the said Act, to transfer the jurisdiction in pilotage matters within the River Tyne, and into and out of the same, then and now exercised by the Trinity House of Newcastle-upon-Tyne, and the monies belonging thereto, to a local pilotage authority to be constituted by such Order, so as to represent the interests of the various ports concerned:

And whereas notice of the application aforesaid was published according to the requirements of the said Act:

And whereas the Board of Trade at the time, in the said Act appointed in this behalf, referred the said application to the pilotage authority of the district, namely, the Trinity House of Newcastle-upon-Tyne, and more than six weeks have elapsed since such reference before the making of the present Provisional Order:

And whereas the Board of Trade, after making such inquiries as they thought expedient, and after considering all objections, determined to proceed with the proposed Provisional Order, and accordingly have settled this present Provisional Order, and intend to cause a Bill to be introduced into Parliament for the purpose of obtaining an Act for the confirmation of this Provisional Order (until which confirmation this Provisional Order will not have any effect):

Now, therefore, the Board of Trade do by this their Provisional Order, in pursuance of "The Merchant Shipping Act Amendment Act, 1862," and by virtue and in exercise of the powers thereby in them vested, and of every other power enabling them in this behalf, order—

That, from and immediately after the passing of an Act of Parliament confirming this Provisional Order, the following provisions shall take effect and be in force:

The Tyne Pilotage Commissioners.

Incorporation of Commissioners.

2. There shall be a body of Commissioners for carrying this Order into execution, the full number of whom shall be 17, which Commissioners and their successors shall be and are hereby for the purposes of this Order incorporated by the name of "The Tyne Pilotage Commissioners," and by that name shall be one body corporate, with perpetual succession and a common seal, and with power to purchase, take, hold, and dispose of land and other property for the purposes, but subject to the restriction of this Order. The term "the Commissioners" hereinafter used means "The Tyne Pilotage Commissioners."

Appointment and election of Commissioners.

3. The appointment and election of the several Commissioners shall be regulated as follows:—

(1.) The Board of Trade shall, as soon as may be after the passing of an Act confirming this Order, appoint three persons to be Commissioners, and whenever a vacancy is caused by death, resignation, or otherwise, in the office of any one of those three Commissioners, shall appoint another person to fill the vacancy, and so *toties quoties*:

(2.) The Tyne Improvement Commissioners shall, as soon as may be after the passing of an Act confirming this Order, appoint two persons to be Commissioners, and whenever a vacancy is caused by death, resignation or otherwise, in the office of those Commissioners shall appoint another person to fill the vacancy, and so *toties quoties*:

(3.) The Pilots licensed for any part of the River Tyne, or the entrance thereof, shall from time to time elect three persons to be Commissioners:

(4.) The registered shipowners of Newcastle-upon-Tyne shall from time to time elect three persons to be Commissioners:

(5.) The registered shipowners of North Shields shall from time to time elect three persons to be Commissioners:

(6.) The registered shipowners of South Shields shall from time to time elect three persons to be Commissioners.

Tenure of office of appointed Commissioners.

4. Each appointment of a Commissioner (other than Commissioners elected by pilots and by shipowners), shall be determinable at any time by the authority which appointed that Commissioner, and (subject thereto and to the other provisions of this Order, and of any

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Act incorporated therewith) each such appointment shall be operative for five years, and no longer, but at the end of the term of five years an outgoing Commissioner shall be capable of re-appointment.

Election of Commissioners by Tyne pilots.

5. With respect to the election of Commissioners by the Tyne pilots the following provisions shall take effect:—

(1.) The first meeting of Tyne pilots for the election of a Commissioner shall be held at the Town Hall of the Borough of South Shields, within one calendar month after the passing of an Act confirming this Order, at a time to be advertised by Mr. William Elliott Duncan, solicitor, or in his default by the Board of Trade, five days at least before the day of meeting, by hand-bills posted in Newcastle-upon-Tyne, and in North and South Shields.

(2.) Annual meetings of Tyne pilots for the election of Commissioners shall be held at the Town Hall of the Borough of South Shields aforesaid, or at such other place within the said Borough as the Commissioners from time to time appoint, on such day within 10 days next before the 1st day of October in each year as the Commissioners annually appoint, the place and time of meeting being advertised by the Clerk of the Commissioners, five days at least before the day of meeting, by hand-bills posted in Newcastle-upon-Tyne and in North and South Shields:

(3.) Such only of the said pilots as are licensed at the time of the passing of an Act confirming this Order shall be entitled to attend the said first meeting, and to take part and vote in the election of Commissioners thereat:

(4.) Such only of the said pilots as are licensed on or before the 31st day of December next preceding each annual meeting shall be entitled to attend the said annual meetings, and to take part and vote in the election of Commissioners thereat respectively:

(5.) At each annual meeting the Chairman of the Commissioners, or in his unavoidable absence one of the Commissioners appointed by the Board of Trade, shall attend and act as chairman of the meeting:

(6.) The election of Commissioners at the first and each annual meeting shall be made by the majority of licensed pilots present at the meeting:

(7.) Each Commissioner elected at the first or at any annual meeting shall go out of office at the next annual meeting, but shall be re-eligible:

(8.) Section 19 of "The Commissioners Clauses Act, 1847," shall apply in the case of Commissioners elected under the present clause.

Election of Commissioners by Newcastle-upon-Tyne shipowners.

6. With respect to the election of Commissioners by the registered shipowners of Newcastle-upon-Tyne, the following provisions shall take effect:

(1.) The first meeting of the registered shipowners of Newcastle-upon-Tyne for the election of Commissioners shall be held at the Town Hall of the Borough of Newcastle-upon-Tyne within one calendar month after the passing of an Act confirming this Order, at a time to be advertised by the said W. E. Duncan, solicitor, or in his default by the Board of Trade, five days at least before the day of meeting, by hand-bills posted in the borough of Newcastle-upon-Tyne:

(2.) Annual meetings of the registered shipowners of Newcastle-upon-Tyne for the election of Commissioners shall be held at the Town Hall aforesaid, or at such other place within the borough of Newcastle-upon-Tyne as the Commissioners from time to time appoint, on such day within 10 days next before the 1st day of October in each year as the Commissioners annually appoint, the place and time of meeting being advertised by the clerk of the Commissioners, five days at least before the day of meeting, by hand-bills posted in the Borough of Newcastle-upon-Tyne:

(3.) Such only of the registered shipowners of Newcastle-upon-Tyne as are registered at the time of the passing of an Act confirming this Order shall be entitled to attend the said first meeting, and to take part and vote in the election of Commissioners thereat:

(4.) Such only of the registered shipowners of Newcastle-upon-Tyne as are registered on or before the 31st day of December next preceding each annual meeting, shall be entitled to attend the said annual meetings, and to take part and vote in the election of Commissioners thereat respectively:

(5.) At the first and every such annual meeting a list of the names of the registered shipowners of Newcastle-upon-Tyne, up to and inclusive of the then last 31st day of December, certified under the hand of the collector, or other principal officer of Customs of the port, shall be sufficient evidence of the persons named therein being registered shipowners of Newcastle-upon-Tyne, and as such entitled to attend the meeting and take part and vote in the election thereat. The said collector or principal officer shall supply a copy of such list to every person requiring the same on payment of the sum of 6*d.* for every 100 words of such copy, and copies of such list shall be fixed by the clerk of the Commissioners on the outer doors of the Town Hall of the Borough of Newcastle-upon-Tyne, two days at least before the day appointed for the first and each such annual meeting:

(6.) At the first and each such annual election each registered shipowner of Newcastle-upon-Tyne shall be entitled to one vote, and no more, for each of the persons then proposed to be elected as Commissioners:

(7.) The

(7.) The election of Commissioners at the first and each such annual meeting shall be made by the majority of registered shipowners of Newcastle present at the meeting:

(8.) Every person elected as a Commissioner, by the registered shipowners of Newcastle-upon-Tyne shall be required to have the following qualification; namely, to possess, in his own right, shipping registered in his own name at the Custom House of the port of Newcastle-upon-Tyne on the 31st day of December next before the day of election, such shipping being of the then market value, above all encumbrances thereon, of not less than 150 tons of shipping, at the port of Newcastle-upon-Tyne:

(9.) Such one of the Commissioners elected by the registered shipowners of Newcastle-upon-Tyne at the first meeting, as is named last on the list of persons elected, shall go out of office at the second meeting, but shall be re-eligible; such one of them as is named second on the list shall go out of office at the third meeting, but shall be re-eligible; the remaining one shall go out of office at the fourth meeting, but shall be re-eligible:

(10.) Each Commissioner elected by the registered shipowners of Newcastle-upon-Tyne at the second meeting, and at subsequent annual meetings, shall go out of office at the third meeting after his election, but shall be re-eligible:

(11.) Section 19 of "The Commissioners Clauses Act, 1847," shall apply in the case of Commissioners elected under the present clause.

Election of Commissioners by North Shields shipowners.

7. With respect to the election of Commissioners by the registered shipowners of North Shields, the provisions of the last foregoing clause shall apply in that case as if those provisions were here repeated, with the substitution only of the registered shipowners of North Shields for the registered shipowners of Newcastle-upon-Tyne, and the substitution of the Borough of Tynemouth for the Borough of Newcastle-upon-Tyne.

Election of Commissioners by South Shields shipowners.

8. With respect to the election of Commissioners by the registered shipowners of South Shields, the provisions of the foregoing Clause 6, shall apply in that case as if those provisions were here repeated, with the substitution only of the registered shipowners of South Shields for the registered shipowners of Newcastle-upon-Tyne, and the substitution of the Borough of South Shields for the Borough of Newcastle-upon-Tyne.

Incorporation of parts of 10 & 11 Vict. c. 16.

9. "The Commissioners Clauses Act, 1847," as far as the same is not inconsistent with the provisions of this Order, shall be incorporated with this Order (this Order being deemed "the Special Act," and the execution of the powers of this Order being deemed "the undertaking"), and shall, as far as the nature and circumstances of the case will admit, apply to the Commissioners collectively and severally, subject to the following provisions:

(1.) No person shall be capable of acting as a Commissioner (other than a person appointed to be a Commissioner by the Board of Trade, or elected by pilots or by shipowners), unless he is seised or possessed of property to the value or amount of 500 *l.*:

(2.) Sections 23 to 35, both inclusive, of the last-mentioned Act shall not be incorporated with this Order:

(3.) With reference to Section 39 of the same Act, the prescribed number (constituting a quorum) of the Commissioners shall be seven:

(4.) With reference to Section 40 of the same Act, the annual meeting of the Commissioners shall be held on or within one week after the first day of October in each year:

(5.) Section 54 of the same Act shall not be incorporated with this Order:

(6.) With reference to Section 90 of the same Act, it shall not be obligatory on the Commissioners to cause such statement and account as therein mentioned to be printed:

(7.) With reference to Section 92 of the same Act, the Commissioners shall from time to time appoint a permanent auditor of the accounts of the Commissioners:

(8.) With reference to the provisions of the same Act with respect to the making of bye-laws, licensed pilots under this Order shall be deemed officers of the Commissioners; all bye-laws shall be printed, and copies shall be always obtainable by purchase; any bye-laws shall not have effect unless and until they are approved by the Board of Trade.

Limits of District.

Definition of Tyne pilotage district.

10. The pilotage district of the Tyne shall, for the purposes of this Order, be deemed to include the whole of the River Tyne and to extend seaward over a radius of seven miles.

Pilotage.

Transfer of jurisdiction to Commissioners.

11. The jurisdiction in pilotage matters within the district aforesaid, now vested in the Trinity House of Newcastle-upon-Tyne, shall be and is hereby transferred to an dvested in the Commissioners incorporated by this Order.

Continuance of existing licenses.

12. All pilots licensed for the Tyne or its entrance by the Trinity House of Newcastle-upon-Tyne at the time of the passing of an Act confirming this Order shall be entitled to continue to act as such pilots under the Commissioners incorporated by this Order for one

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year after the passing of an Act confirming this Order, without further license or payment in respect of that year, but in all other respects shall become and be subject to the authority of the Commissioners and the provisions of this Order, as if they had been severally licensed originally under this Order.

Examination and licensing of pilots.

13. The Commissioners shall examine every person who applies to them for a pilot license, for the purpose of ascertaining his skill, knowledge, and experience in relation to the navigating, piloting, and conducting of vessels into, out of the, and within the said district, or any part or parts thereof, and may, if they think fit, license and authorise by writing any person examined and found qualified to act in the capacity of pilot for navigating, piloting and conducting vessels as aforesaid, provided he has served five years in the pilot service.

License and renewal fees.

14. Every pilot to be licensed under this Order shall, on receiving his license from the Commissioners, pay to them, or to their clerk for the time being for their use, the sum of 40 *s.* for such his license; and every pilot licensed for the district aforesaid, or any part thereof, by the Trinity House of Newcastle-upon-Tyne at the time of the passing of an Act confirming this Order, or to be licensed under this Order, shall annually pay to the Commissioners, or to their clerk for the time being for their use, the sum of 10 *s.* for the renewal of his license; provided that the Commissioners may from time to time increase or diminish the said license and renewal fees, or either of them, subject to the approval of the Board of Trade.

Pilotage dues.

15. The following pilotage rates shall be paid, namely,—

From and including the 1st day of April to the 1st day of October in each year, 1 *s.* 3 *d.* for every foot of water which any ship or vessel shall draw, and from and including the 1st day of October to the 1st day of April in each year, 1 *s.* 6 *d.* for every such foot of water;

And such pilotage dues shall be paid to the Commissioners or to the pilot performing such pilotage duty within five days after the performance thereof; provided that the Commissioners may from time to time increase or diminish the said pilotage dues, subject to the approval of the Board of Trade.

Pilotage not compulsory.

16. Nothing in this Order shall extend to oblige the owner or master of any vessel to employ or make use of any pilot in piloting or conducting such vessel into or out of the said district, or within any part thereof, if he is not desirous so to do, or to pay any pilotage dues when not employing or making use of a pilot.

Miscellaneous.

Transfer of pilotage money to Commissioners.

17. All money standing in the books of the Trinity House of Newcastle-upon-Tyne to the credit of or properly applicable to the Tyne Pilotage District hereby transferred to the Commissioners, and also all money held by the said Trinity House for or on behalf of the sea pilots or the river pilots of the said district, at the time of the passing of an Act confirming this Order, shall be paid to the Commissioners incorporated by this Order.

Compensation in respect of differential dues for the district, to be paid to the Commissioners.

18. All compensation money payable by the Commissioners of Her Majesty's Treasury under the provisions of Section 12 of the 24th & 25th Vict. c. 47, to the said Trinity House of Newcastle-upon-Tyne for differential dues payable in respect of the said district, shall, after the passing of an Act confirming this Order, be paid to and received by the Commissioners.

Compensation to officers no longer employed by Commissioners.

19. If the services of any persons at the time of the passing of an Act confirming this Order permanently employed by the Trinity House of Newcastle-upon-Tyne on duties connected with the pilotage within the Tyne Pilotage District are not continued by the Commissioners, the Commissioners shall grant compensation to such persons out of the monies to come into their hands by virtue of this Order, such compensation not to be granted except under such circumstances and to such an amount as might be granted under the Act or Acts for the time being in force with respect to compensation for abolition of office in the public Civil Service.

Saving for effect of general Acts.

20. Nothing in this Order shall exempt the Commissioners or the pilotage district aforesaid from the provisions of any general Act of Parliament, now in force or hereafter to be passed, relating to pilotage or pilotage dues, or to merchant shipping, or to ports, harbours, or docks, or to dues on shipping, or on goods carried therein, or from any future revision and alteration, under the authority of Parliament, of the pilotage dues authorised by this Order, or of the limits of the district defined by this Order.

Short Title.

21. This Order may be cited as "The Tyne Pilotage Order, 1864."

Board of Trade, Whitehall.
Dated this 24th day of June 1864.

James Booth, Secretary.

— No. 18. —

(H. 1352.)

Messrs. *R. P. & H. Philipson* to the Secretary, Board of Trade.

Sir, Newcastle-upon-Tyne, 1 July 1864.

In our letter of the 6th ult. we inquired what was intended to be done with respect to the Pilotage Jurisdiction on the River Tyne, in order that, before deciding on the course to be pursued with respect to the Port of Hartlepool, the Trinity House might have before them the views of the Board of Trade on the whole subject.

We were informed that the subject was under consideration, and that no decision had been arrived at. Under the conviction that no Parliamentary proceedings would take place at a late period of the Session, the Trinity House, having regard also to the distance of Hartlepool from Newcastle, refrained from opposing that Bill.

They have now received two days' notice of the intention to introduce a Bill relating to the Tyne; and as it is necessary that the Trinity Board should meet and consider the Bill and Scheme, we have to ask that the second reading should not stand for an earlier date than the 8th inst.

We have, &c.

The Secretary, (signed) *R. P. & H. Philipson.*
Board of Trade, London.

— No. 19. —

(H. 1352.)

The Secretary, Board of Trade, to Messrs. *R. P. & H. Philipson.*

Gentlemen, Board of Trade, Whitehall, 2 July 1864.

I am directed by the Lords of the Committee of Privy Council for Trade to acknowledge the receipt of your letter of the 1st inst. on the subject of the Tyne Pilotage Provisional Order, for confirming which a Bill is now before Parliament, in which you request that the second reading of the Bill should not stand for an earlier date than the 8th inst.

In reply, I am to acquaint you that my Lords regret that, in the present period of the Session, the President is unable to comply with your request; but, supposing the Bill to be read a second time on Monday, for which day it now stands, ample time will be afforded before going into Committee for offering any opposition that may be intended.

I am, &c.

Messrs. R. P. H. Philipson, (signed) *James Booth.*
Newcastle-upon-Tyne.

— No. 20 —

(H. 1381.)

Pilotage Orders Confirmation, No. 2, Bill.

Messrs. *Dyson* & Co., to the Secretary, Board of Trade.

24, Parliament-street, Westminster, S. W.,

Sir, 6 July 1864.

We beg to call your attention to the petition of the Trinity House of Newcastle-upon-Tyne, presented last night against this Bill.

We presume the President of the Board of Trade will have the Bill referred to a Select Committee, in pursuance of the 7th paragraph of the 40th Section of

Part I.
Tyne.

"The Merchant Shipping Act Amendment Act, 1862," and that we need not instruct any Member to put a notice on the paper for that purpose. Will you kindly inform us, as we see the Bill is committed for to-morrow.

We have, &c.
(signed) *Dyson & Co.*

James, Booth, Esq.,
Board of Trade.

Mem.—On 27th July, the Select Committee of the House of Lords, to whom the Bill confirming the Provisional Order was referred, reported that it was not expedient to proceed with it, and it was ordered to lie on the Table.

(B.)

HARTLEPOOL.

Hartlepool.

— No. 1. —

HARTLEPOOL PILOTAGE.

(H. 352.)

Messrs. *Turnbull & Bell* to the Secretary, Board of Trade.

Sir, West Hartlepool, 10 February 1864.

WE will thank you to inform us if it is their Lordships' intention to bring in a Bill in the present Session of Parliament to confirm the Provisional Order as settled in the above matter.

We remain, &c.
(signed) *Turnbull & Bell.*

The Secretary, Board of Trade,
Whitehall, London.

— No. 2. —

(H. 352.)

The Secretary, Board of Trade, to Messrs. *Turnbull & Bell.*

Gentlemen, Board of Trade, Whitehall, 12 February 1864.

I AM directed by the Lords of the Committee of Privy Council for Trade to acknowledge the receipt of your letter of the 10th instant, and to acquaint you that it would not, in my Lordships' opinion, be safe to proceed with a measure for confirming the Provisional Order concerning the Hartlepool Pilotage, as settled during last Session, unless a fresh application were made to this Department, and fresh notices given, as required by Section 40 of "the Merchant Shipping Act Amendment Act, 1862."

I am, &c.
(signed) *T. H. Farrer.*

Messrs. Turnbull & Bell,
West Hartlepool.

— No. 3. —

(H. 467.)

The Secretary to the Hartlepool Shipowners' Society to the Secretary, Board of Trade.

Hartlepool Shipowners' Society,
Sir, Hartlepool, 22 February 1864.

I AM directed by the Committee of the Society to acknowledge the receipt, through Messrs. Turnbull & Bell, of your letter of the 12th instant, and to state that they deeply regret that the Lords of the Committee of Privy Council for Trade deem it necessary that before proceeding with a measure to confirm the Provisional Order concerning the Hartlepool Pilotage, as settled during the last Session, a fresh application should be made to the Board of Trade, and fresh notices given in accordance with Section 40 of the Merchant Shipping Acts Amendment Act, 1862. The shipowners, at a very considerable expense, did, last year, fully comply with the requirements of the Act; indeed, more than that, for at the suggestion of your Honourable Board, they had a Provisional Order prepared and presented for approval; and should it be required that the same expense be again incurred, the Hartlepool Shipowners' Society would be obliged, however reluctantly, to abandon the measure for want of funds available for such purpose. I am therefore instructed that you will kindly be pleased to state that if on application being made, and the notices given, the Lords of the Committee of Privy Council for Trade would then conduct the case, and relieve the members of the Hartlepool Shipowners' Society from any further expense, a mode of proceeding which seems to be indicated by the 40th Section of the said Act.

I am, &c.
(signed) *John E. Hutton*,
Secretary.

T. H. Farrer, Esq., Secretary,
Board of Trade,
London.

— No. 4. —

(H. 467.)

The Secretary, Board of Trade, to the Secretary to the Hartlepool Shipowners' Society.

Sir, Board of Trade, 20 February 1864.

WITH reference to your letter of the 22d instant, I am directed by the Lords of the Committee of Privy Council to acquaint you that on receipt of a fresh application, and proofs of compliance with the requirements of Sections 39 and 40 of the "Merchant Shipping Act Amendment Act, 1862," my Lords will be prepared to settle a Provisional Order in the above matter, and to introduce the confirming Bill.

But should the Order be referred to a Select Committee of either House of Parliament, and there opposed, the trouble and expense of supporting it must rest with the local promoters, and not with the Board of Trade.

I am, &c.
(signed) *T. H. Farrer.*

Secretary to the
Hartlepool Shipowners' Society,
Hartlepool.

— No. 5. —

(H. 569.)

The Secretary to the Hartlepool Shipowners' Society to the Secretary, Board of Trade.

Hartlepool Shipowners' Society,
Sir, Hartlepool, 3 March 1864.

I AM instructed by the Committee of this Society to forward to you a memorial to the Board of Trade, and to beg that you will kindly present the same.

Part I.

Hartlepool.

The memorial will reach you by this day's book post. I am also desired to state that notice of the application having been made will forthwith be advertised in accordance with Sect. 39 of the Merchant Shipping Amendment Act.

I am, &c.
(signed) *J. E. Hutton*,
Secretary.

To the Secretary,
Board of Trade, Whitehall,
London.

Enclosure in No. 5.

To the Right Honourable the Lords of the Committee of Her Majesty's Privy Council appointed for Trade.

The Humble Memorial of the undersigned Shipowners and Merchants resident, and carrying on business within the District of the Port of Hartlepool,

Showeth,

That the Port of Hartlepool extends from a point called Blackhalls, on the north of the borough of Hartlepool, to the south end of the village of Seaton Carew, and includes within its coast-line the Harbours of Hartlepool and West Hartlepool.

That the harbours of the said port consist of large and well-sheltered tidal harbours and docks, from and to which large quantities of general merchandise are exported and imported; besides large quantities of coal and coke continue to be exported, and the general trade of the said port is steadily increasing; and that the number of ships entering the harbours in the said port for the year ending 31st December 1863, was 10,091.

That the employment of pilots by shipmasters trading to the port is voluntary; and that the pilots at present employed in navigating vessels into and out of the said harbours, number 130.

That the appointment and government of the said pilots are now vested in the Trinity House of Newcastle-upon-Tyne, which town is distant from Hartlepool about 35 miles.

That it would greatly conduce to the interests of the shipowners and merchants using the said harbours, and the pilots employed thereat, if the jurisdiction in matters of pilotage in the Port of Hartlepool, and the receipt and application of moneys derived from such jurisdiction were transferred from the Trinity House of Newcastle-upon-Tyne to a new body of commissioners (residing in the district of the said port), to be constituted for the purpose by Provisional Order, so as to represent the interests of the said port, such new body to be elected annually, or in such other manner as to your Lordships may seem best.

Your Memorialists therefore humbly pray that your Lordships, in exercise of the powers for that purpose vested in you by the "Merchant Shipping Act Amend-Act, 1862," will be pleased to transfer that portion of the jurisdiction in pilotage matters within the Port of Hartlepool, at present exercised by the Trinity House of Newcastle-upon Tyne, and the moneys belonging thereto, to a local pilotage authority.

And your Memorialists as in duty bound will ever pray.

(signed) *George Wilkinson*,
Chairman of the Shipowners' Society.
And 39 other Signatures.

— No. 6. —

(H. 672.)

The Secretary to the Trinity House, Newcastle, to the Secretary, Board of Trade.

Sir, Trinity House, Newcastle, 14 March 1864.

Your letter of the 5th instant, enclosing memorial from the shipowners of Hartlepool, has been submitted to, and considered by, the Master and Brethren of this House; and I have, in the first place, to point out that the jurisdiction which this House possesses comprehends not merely Hartlepool, but the Port and Docks of West Hartlepool.

The memorial from the former place is signed by a small number of persons, and there is no application before my Lords of the Privy Council for Trade, showing

showing any concurrence of opinion on the part of West Hartlepool, the largest and most important of the two places. It is obvious that the pilotage jurisdiction ought, as at present, to extend over both ports, and that great inconvenience, and much unnecessary expense would attend a separation.

I am to inform my Lords that, by an inquisition taken, 7th Elizabeth, and of record in the Public Record Office, Hartlepool was found to be a Creek of the Port of Newcastle, and that this is confirmed by the Act 41 Geo. 3, c. 86, intituled, "An Act for extending and enlarging the powers, and increasing the rates and duties of the Corporation of the Trinity House of Newcastle-upon-Tyne, and for better regulating the Port of Newcastle."

This house is, therefore, of opinion, and are advised that the clause in the "Merchants Shipping Act Amendment Act, 1862," has no application to the case of Hartlepool.

A reference to the memorial will show that no complaint is made, still less established, of any neglect of duty on the part of the Trinity House, or of inefficiency of the pilots. There is no public advantage to be gained by any change. Any alteration would involve much expense, which there are no funds to meet, except by taxing either the pilot or shipowner, either of which would be most objectionable.

The members of this House, sensible that they have always, hitherto, exercised the pilotage jurisdiction vested in them honestly and zealously, and to the advantage of the maritime interests entrusted to their charge, are oppposed to a change, merely for the sake of change, and from which no benefit would result.

I am directed to remark that it would be desirable that this House, instead of answering each individual case, should be put in possession of my Lords' views, and any suggestions they may be pleased to offer on the whole pilotage jurisdiction possessed by the Trinity House, so that a general consideration of the entire subject may be practicable.

I have, &c.
(signed) *John Currie*, Secretary.

The Secretary, Board of Trade,
Whitehall, London.

A copy of the above was sent to the Hartlepool Shipowners' Company, 17 March 1864.

— No. 7. —

(672)

The Secretary, Board of Trade, to the Secretary to the Trinity House, Newcastle.

Sir, Board of Trade, Whitehall, 24 March 1864.

I AM directed by the Lords of the Committee of Privy Council for Trade to acknowledge the receipt of your letter of the 14th instant, on the subject of the proposed transfer to a local pilotage authority of the jurisdiction at present exercised by the Trinity House of Newcastle in pilotage matters within the Port of Hartlepool.

My Lords direct me to observe, with reference to the concluding paragraph of your letter, that as, in their opinion, pilotage is a local matter, it ought, when the parties locally interested are competent, and desire it, to be locally managed; and they will be glad to give every assistance in their power either to such parties at the Trinity House in furtherance of arrangements on this principle.

A copy of the Draft Provisional Order in the case of Hartlepool, which was prepared last year, is enclosed,* and the Board of Trade will be glad to receive any observations upon it which the Trinity House may wish to offer.

I am, &c.
(signed) *T. H. Farrer.*

The Secretary,
Trinity House, Newcastle.

* *See* Parliamentary Paper, 463, Sess. 1864, page 78.

Part I.

Hartlepool.

— No. 8. —

(H. 707.)

The Secretary to the Hartlepool Shipowners' Society to the Secretary, Board of Trade.

Hartlepool Shipowners' Society,
Hartlepool, 17 March 1864.

Sir,

The Committee of the Society having in the prescribed form advertised in the "Shipping and Mercantile Gazette," and the "Hartlepool Mercury," their application to the Lords of the Committee of Privy Council for Trade, for a transfer to a local pilotage authority of the jurisdiction at present exercised by the Trinity House, Newcastle-upon-Tyne, I am instructed to ask if you will kindly draw the attention of their Lordships to the fact,—and to convey to their Lordships the hope that they will graciously be pleased to proceed with the introduction into the House of Commons of the Provisional Order framed for that purpose as speedily as possible.

I am, &c.
(signed) *J. E. Hutton,*
Secretary.

To the Secretary, Board of Trade,
Whitehall, London.

— No. 9. —

(H. 707.)

The Secretary, Board of Trade, to the Secretary to the Hartlepool Shipowners' Society.

Board of Trade, Whitehall, 24 March 1864.

Sir,

I am directed by the Lords of the Committee of Privy Council for Trade to transmit to you, to be laid before the Hartlepool Shipowners' Society, with reference to your letter of the 17th instant on the above subject, two copies of the Draft Provisional Order in the case of Hartlepool,* as it was prepared last year; and I am to request that my Lords may be favoured with any observations you may have to offer thereon.

* *See* Note to p. 31.

I am, &c.
(signed) *T. H. Farrer.*

Secretary to the
Hartlepool Shipowners' Society.

— No. 10. —

(H. 760.)

The Secretary to the Hartlepool Shipowners' Society to the Secretary, Board of Trade.

Hartlepool, 24 March 1864.

Sir,

I am instructed by the Committee of the Hartlepool Shipowners' Society to acknowledge the receipt of your favour of the 17th instant, enclosing copy letter from the Trinity House, Newcastle-upon-Tyne, and to ask if you will kindly place before my Lords of the Committee of Privy Council for Trade, the following remarks thereon:—

The letter in question, after pointing out that the jurisdiction which the Trinity House, Newcastle, possesses, comprehends not merely Hartlepool, but the Port and Docks of West Hartlepool, "states that the Memorial from the former place is signed by a small number of persons, and there is no application before my Lords showing any concurrence of opinion on the part of West Hartlepool, and that it is obvious that the pilot jurisdiction ought, as at present, to extend to both ports." To this I am directed to reply, that the memorial is signed by shipowners, merchants, and others, of both Hartlepool and West Hartlepool,

Hartlepool, showing a perfect concurrence of opinion on the part of the inhabitants of the respective places; that the establishment of two Pilotage Boards was never contemplated, one only being sought for by the memorialists, such Board, of course, to embrace within its sphere of action the whole of the pilotage district for the Port of Hartlepool as at present defined. A very large number of signatures to the memorial could readily have been obtained, had it not been considered quite unnecessary, in consequence of an application most numerously signed having so very recently been presented to their Lordships.

The said letter also states that by an injunction taken, 7th Elizabeth, Hartlepool was found to be a creek of the Port of Newcastle, and that is confirmed by Act 41 Geo. 3, c. 86; and that therefore the clause in the Merchant Shipping Act has no application to the case of Hartlepool. To this I have only to reply, that whatever Hartlepool might be considered at the time in question to speak of, to treat it in its present state of development and importance is quite puerile: and so far as the clause in the Merchant Shipping Act not applying, it is quite evident that it is precisely that kind of case contemplated by the framers of the measure.

The letter goes on to state that a reference to the memorial will show that no complaint is made, still less established, of any neglect of duty on the part of the Trinity House, Newcastle, or of inefficiency of the pilots, and that there is no public advantages to be gained by any change. To this my instructions are to state to their Lordships, that whatever cause of complaint may exist against the Trinity House, Newcastle, it was not thought proper to allude to such grievances in the memorial to their Lordships; and so far from it being the deliberate opinion of the Trinity House, Newcastle, that no public advantage would result from the establishment of a Local Board, it is a fact that that Corporation itself saw the advantage and necessity of it some years ago, as evidenced by their appointing a sub-commission of pilotage at Hartlepool. And in the year 1859, when from deaths and removals of several of their members, it became needful to reorganise the sub-commission, it was stated by the Masters of the Corporation of the Trinity House, Newcastle, when issuing that commission (a copy of which I have the honour to enclose) themselves, that the grounds for appointing it were "that it would be of essential service, not only to the pilots themselves, but the general interest of the trade and commerce of the said Harbour or Port of Hartlepool." The appointment and regulation of the pilots of Hartlepool was conducted under this sub-commission by a number of respectable and practical gentlemen, in such a way as to call forth expressions of warm approbation of the Masters of the Trinity House, Newcastle, and evidenced by their presenting the chairman with a token of their entire satisfaction with the working of the sub-commission. Certain circumstances which subsequently occurred (the nature of which it is not deemed necessary to trouble their Lordships with) prevented the members of that sub-commission continuing to act in connection with the Trinity House, Newcastle, any longer, with any degree of satisfaction to themselves, or benefit to the pilots; and they therefore unanimously tendered their resignation. This was in April 1861, since which time no Pilotage Board has existed at Hartlepool, to the manifest detriment of the pilotage service; and being, from their connection with the maritime interests of the port, most desirous that such a state of things should not longer continue, the memorialists made the appplication in question to my Lords of the Committee of Privy Council for Trade, and would take this opportunity of again praying that such assistance will be granted by their Lordships as will result in the speedy obtainment of the Provisional Order, constituting a Local Board of Pilotage for the Port of Hartlepool, separate from, and free from, the control and interference of the Trinity House, Newcastle-upon-Tyne.

I am, &c.

The Secretary, Board of Trade, London.

(signed) *J. E. Hutton.*
Secretary.

Part I.

Hartlepool.

Enclosure in No. 10.

RENEWED COMMISSION.

To all to whom these presents come, greeting:

Whereas,

WE the master pilots and seamen of the Corporation of the Trinity House of Newcastle-upon-Tyne, taking into consideration the increased commerce of the Harbour or Port of Hartlepool, one of the creeks or members belonging to the Port of Newcastle, under the jurisdiction of the said Corporation of the Trinity House, and being convinced that the appointment of a Board of Sub-Commissioners for the purpose of examining persons to be appointed pilots, executing such other matters and things relating to pilots and pilotage in the said Harbour or Port of Hartlepool (as we may from time to time order and direct) would be of essential service, not only to the pilots themselves, but to the general interest of the trade and commerce of the said Harbour or Port of Hartlepool, Do by this instrument, under the common seal of this Corporation, hereby nominate, constitute, and appoint George Wilkinson, John Punshon Denton, Wm. Henry Marshall, Gideon Smales the younger, James Grey, and William Watson, all of Hartlepool aforesaid, to be and they are hereby appointed Sub-Commissioners of Pilotage for the said Harbour or Port of Hartlepool during the pleasure of this Corporation only, for the purpose of examining all persons who may hereafter apply to be appointed pilots as to their skill, knowledge, and experience in navigating, conducting, and piloting all ships or vessels into and out of the said Harbour or Port of Hartlepool, and to submit the names of all such persons through the medium of the pilot master of the said harbour or port to the Corporation for approval, such recommendations to be signed by at least three of such Sub-Commissioners; and further, to inquire into any charge brought against any licensed pilot for want of skill, or negligence or misconduct; and for that purpose, to direct the said pilot master to summon before them the party accused, and such evidence as they may deem necessary, and to examine such evidence, and censure the pilot so misconducting himself, and make a report to this Corporation respecting the suspension or cancelling of his license; which evidence and report shall be reduced to writing, signed by the chairman, and transmitted by the pilot master to this Corporation on or before the Thursday preceding the then next monthly Board of this Corporation; and if the said Sub-Commissioners shall recommend the suspension or cancelling of the said license, such pilot shall be suspended until the decision of this Corporation shall be given upon his case, provided that such suspension shall not extend beyond such monthly Board as aforesaid; and that all meetings of the said Sub-Commissioners shall be open to any member of the said Corporation, the pilot master for the time being, or their solicitor, or any other person they may appoint for that purpose, and generally to do, execute, and perform all such other matters and things relating to pilots and pilotage within the said Harbour or Port of Hartlepool, as we the said Corporation of the Trinity House of Newcastle-on-Tyne may and shall from time to time authorise and direct.

Given under the seal of this Corporation, this 25th day of February 1859.

Trinity House Seal, Newcastle-on-Tyne.

(signed) *Thomas Brown Bell*, Master.
John Currie, Secretary.

— No. 12. —

(H. 774.)

The Secretary to the Hartlepool Shipowners' Society to the Secretary, Board of Trade.

Sir, Hartlepool, 28 March 1864.

I AM instructed by the Committee of the Hartlepool Shipowners' Society to acknowledge your letter of the 24th instant, and to state that they are satisfied with the Provisional Order as prepared under the suggestions of the Lords of the Committee of Privy Council for Trade last year, and are quite content to leave the matter in the hands of their Lordships.

I am, &c.
(signed) *J. E. Hutton*,
Secretary.

To the Secretary,
Board of Trade, London.

— No. 13. —

(H. 775.)

HARTLEPOOL PILOTAGE SYSTEM, &c.

Mr. *M. Horsley* to the Secretary, Board of Trade.

Sir, Hartlepool, 26 March 1864.

As a member of the Committee of the Hartlepool Shipowners' Society, I have had an opportunity of perusing a letter from the Trinity House of Newcastle-upon-Tyne to the Honourable the Lords of Her Majesty's Privy Council appointed for Trade, relative to a Pilotage Board being established at Hartlepool. As a shipowner, but especially as having been a pilot for many years for the Port of Hartlepool, I have acquired a large amount of experience as to the working of the pilotage system, and for the further information of their Lordships, I venture to offer a few remarks, hoping that their Lordships will excuse the liberty I have ventured to take in doing so.

A memorial from the shipowners and merchants residing in the borough of Hartlepool and the town of West Hartlepool is now before their Lordships, having for its object the transfer of that portion of the jurisdiction in pilotage matters in the Port of Hartlepool, at present exercised by the Trinity House of Newcastle-upon-Tyne, and the monies belonging thereto, to a local pilotage authority, to be constituted for the purpose by provisional order, according to the Merchant Shipping Act Amendment Act, 1862, enacted for such purposes. It is stated in the first clause of the memorial, that the port of Hartlepool includes the harbours and docks of Hartlepool and West Hartlepool; and the number of ships and pilots named therein, are ships that entered both harbours for the year ending 31st December 1863, numbering together 10,091; and the pilots for both harbours, the pilots for Hartlepool numbering 76, and the pilots for West Hartlepool numbering 54, making the total number of pilots for the Port of Hartlepool to be 130.

I fully concur in the opinion given by the Trinity House, "That the pilotage jurisdiction ought, as at present, to extend over both harbours, and that great inconvenience and unnecessary expense would attend a separation." And I now beg to state that although the jurisdiction exercised by the Trinity House extends to both harbours in the Port of Hartlepool, that in reality they have separated them by granting separate licenses for each harbour, instead of granting licenses to all pilots for the Port of Hartlepool; "and that great inconveniences and much unnecessary expense has attended the same," as will be shown by facts, as follow :—

1st. A foreign vessel from a foreign port, bound to (say) West Hartlepool, when she arrives, the merchant sells the cargo to Hartlepool, in consequence of which she must change docks; in this case the merchant is imposed upon by having to pay full pilotage a second time, when if all the pilots had been licensed for the Port of Hartlepool the merchant would only have had to pay the first pilot so much extra (say 5 *s.*) for changing docks, the same as London, Liverpool, Hull, Sunderland and Shields.

2d. The foreign vessel before referred to is a privileged vessel; therefore, the Government has to pay 6*d.* per foot for going into West Dock, exclusive of the regular pilotage paid by the captain; when this vessel changes docks to Hartlepool, the pilot offers his service, which the captain refuses to accept, therefore the Government has to pay the whole of the pilotage, *i. e.*, 2 *s.* per foot in winter months, and 1 *s.* 9 *d.* per foot in summer months. This vessel goes to sea (provided she takes a pilot), the pilot receives the regular pilotage, and the Government has to pay 6 *d.* per foot again. In this case the Government has been imposed upon, and which has been the case ever since the opening of the West Docks, and to a considerable extent, so much so, that the Government has been paying annually a considerable sum of money more than would have been to pay had all the pilots been licensed for the Port of Hartlepool, instead of there being separate licenses for Hartlepool and West Hartlepool as they now are.

3d. It has frequently happened that a foreign vessel (or any stranger) bound to West Hartlepool, that a Hartlepool pilot boards her first; he cannot take

charge of her, but the captain being a stranger is loath to let the pilot go until a West Hartlepool pilot comes to the vessels, in consequence of which the first pilot sometimes receives double the amount of money the second pilot receives for piloting the vessel into harbour. It sometimes happens *vice versâ* with pilots belonging to the other harbour; in either case the shipowner is imposed upon by having to pay double or treble the amount he would have had to pay if all the pilots for the two harbours had license for the Port of Hartlepool instead of being "separate" as they now are. If all the pilots had license for the Port of Hartlepool, no such "inconveniences" and impositions, and, consequently, "unnecessary expenses" as are herein stated could be practised upon captains and owners of ships, and merchants and the Government, as exists at the Port of Hartlepool under the present system.

There can be no question as to the legality of the jurisdiction exercised by the Trinity House over the pilots of the Port of Hartlepool from the time referred to by them, at and from which time, and up to a comparatively recent date, the "Creek of Hartlepool" was of no importance; but, at the present time, the Port of Hartlepool is of great importance, and which goes to prove that if Newcastle required an Act of Parliament for the better regulation of pilots and pilotage at that day, how much more so does the Port of Hartlepool require an Act of Parliament for the same purpose at the present day, the jurisdiction in pilotage matters being in the hands of strangers, and living at great distance from the port as Newcastle is from Hartlepool.

In reference to the remarks made by the Trinity House relative to funds to meet expenses that will be incurred in the management of pilotage matters, it will not be in the power of the commissioners, when appointed, to "tax the pilots" more than has been hitherto done by the Trinity House, according to their Act of Parliament, the provisional order for Hartlepool being a verbatim copy from their Act of Parliament; and that if the Trinity House had done justice to old worn-out pilots and widows of pilots deceased, they would not have had the large sum of money they now have in their hands belonging to the Hartlepool pilots.

Besides, the Trinity House are receiving about 1,000*l.* a year for primage dues paid in the Port of Hartlepool, and levied at first for charitable purposes; and I have now before me a Return to an Order of the Honourable the House of Commons, and ordered by the House of Commons to be printed 25 July 1862, of all pensions paid by the Trinity House of Newcastle-upon-Tyne, and I do not find one single individual pensioner who is receiving a pension in the whole of the district of the Port of Hartlepool, and I sincerely hope that their Lordships will cause the Trinity House to make a separate return of all the monies collected by them (and where they have it, and what they intend doing with it), for primage dues in the Port of Hartlepool.

That "complaints" have been made to the Board of Trade by the Hartlepool pilots in reference to the management of pilotage matters on the part of the Trinity House, and which can be "established" if necessary; but I hope that the Trinity House will not act so imprudently as to be led by their adviser, in the face of the law passed in 1862, as to cause the very unpleasant and painful necessity of bringing their mismanagement or "neglect of duty," &c., before a Committee of the House of Commons; and,

Lastly, the Trinity House ask for their Lordships' advice; and I sincerely hope that their Lordships will give them their good advice, such as will cause the Trinity House to agree and arrange with the promoters of the provisional order for Hartlepool, and not to contend against the reasonable claim that the Port of Hartlepool has, for a local pilotage, authority, according to the Merchant Shipping Act Amendment Act, 1862, passed for such purposes.

I am, &c.
(signed) *Matthew Horsley*,
Shipowner and Superintendent of the
Hartlepool Lifeboats Society.

T. H. Farrer, Esq.,
Secretary, Board of Trade,
Whitehall, London.

— No. 14. —

(H. 828.)

The Secretary to the Trinity House, *Newcastle*, to the Secretary, Board of Trade.

Trinity House, Newcastle,
5 April 1864.

Sir,

I am directed by the Board to acknowledge the receipt of your letter of the 24th ult.,* and to inform you that, on the grounds stated in my last communication, this House is advised that the proceedings contemplated by my Lords of the Privy Council for Trade are not within the provisions of the Act of Parliament under which it is proposed to frame the proposed order. They are also advised that, without an express understanding to the contrary, the offering of suggestions on their part on the scheme propounded would, in Parliament, be held to amount to a sanction of the principle of the measure.

* No. 7.

With reference to the concluding part of your letter, I am to state that it is not sufficiently definite to enable the Board to understand whether it implies the continuance, on the Tyne, of the jurisdiction in matters of pilotage which they now possess, or that what is termed "local management" is to be extended to the division of pilotage authority on a river of eight miles. Without this information, the Board are unable to understand the whole views of my Lords, and which it is important that they should fully comprehend.

I have, &c.
(signed) *John Currie*, Secretary.

To the Secretary, Board of Trade,
Whitehall, London.

— No. 15. —

(H. 1176.)

Messrs. *R. P. & H. Philipson*, to the Secretary, Board of Trade.

Sir,

Newcastle-upon-Tyne, 6 June 1864.

The Trinity House of Newcastle have handed to us your letters of the 30th May and 2d June 1864,* on the subject of the Provisional Order relating to the Pilotage of Hartlepool.

To confirm this order, as amended by your last communication (2d June), we understand a Bill to have been brought into Parliament.

It would have been convenient and, we submit, also reasonable that, before determining the course to be pursued, the Trinity House authorities should be apprised whether any other order is proposed to be made, or Bill introduced, affecting their Pilotage Jurisdiction; as, if so, it would surely be better that the whole should form part of one measure.

With reference to the clause respecting the compensation money, we are to inquire whether, in order to prevent conflict between one pilotage authority and another, the precise sum to be transferred should appear on the face of the clause; and also whether a clause would be added, making the new authority hold the sum transferred upon the same trusts, and for the benefit of the same class of persons as now receive it from the Trinity House, which we apprehend to be the legal application of it.

We have, &c.
(signed) *R. P. & H. Philipson.*

To the Secretary, Board of Trade,
London.

* The letter of 2d June enclosed the Draft Provisional Order, into which some amendments had been introduced, with a request that it might be substituted for the copy sent on the 30th May.

Part I.

Hartlepool.

— No. 16. —

(H. 1176.)

The Secretary to the Board of Trade, to the Secretary Trinity House, *Newcastle.*

Sir, Board of Trade, Whitehall, 10 June 1864.

I AM directed by the Lords of the Committee of Privy Council for Trade to acknowledge the receipt of Messrs. Philipson's letter of 6th inst.; and, in reply, I am to acquaint you, for the information of the Master and Brethren of the Trinity House of Newcastle, that my Lords are not prepared to say whether the Provisional Order relating to the Tyne Pilotage will be proceeded with during the present Session.

With regard to your observation on the clause in the Provisional Order relating to the Hartlepool Pilotage, respecting the compensation money, I am to state that my Lords will be ready to give their consideration to any amendments which the Trinity House may suggest, and would be glad to be furnished with such a clause as may appear to the Trinity House proper for giving effect to the amendments which they would propose.

I am, &c.

The Secretary, Trinity House, Newcastle-on-Tyne. (signed) *Jas. Booth.*

— No. 17. —

(H. 1248.)

The Secretary to the Board of Trade, to the Secretary to the Hartlepool Shipowners' Society.

Sir, Board of Trade, Whitehall, 16 June 1864.

I AM directed by the Lords of the Committee of the Privy Council for Trade to transmit to you the accompanying draft of a clause relating to the proportion of the compensation for differential dues to be paid to the pilots of the Hartlepool Pilotage District, under the Provisional Order now before Parliament.

I am to state to you, for the information of the promoters of this order, that my Lords have reasons to believe that, should the promoters not object to the introduction of this amendment, all opposition on the part of the Newcastle Trinity House to the confirmation of the order will be withdrawn.

I am, therefore, to request that you will, as early as convenient, telegraph the decision of the promoters, in order that notice of the amendment of the order may be given to-morrow in the House of Commons.

I am, &c.

The Secretary, Shipowners' Society, Hartlepool. (signed) *Jas. Booth.*

Clause 18.—A proportion of the compensation money payable by the Commissioners of Her Majesty's Treasury, under the provisions of Section 12 of 24 & 25 Vict. c. 47, to the Trinity House of Newcastle-upon-Tyne for differential dues, that is to say, the annual sum of 1,285*l.* 2*s.* shall, after the passing of an Act confirming this order, be paid to, and received by, the Commissioners, and shall be applied by the Commissioners for the use and benefit of the pilots of the Hartlepool Pilotage District, in like manner as the whole of the said compensation money is now, by law, applicable for the use and benefit of the pilots of the whole district which is now within the jurisdiction of the Trinity House of Newcastle-upon-Tyne.

— No. 18. —

TELEGRAM.

The Secretary, Shipowners' Society, to the Secretary, Board of Trade,
17 June 1864.

IF it is intended that the sum to be received shall continue to be the same as at present, that is, 1,285*l.* 2*s.* annually, we agree to the clause.

Mem.—In consequence of the above telegram, the Bill was proceeded with, and was passed.

(C.)

SUNDERLAND.

— No. 1. —

(H. 330.)

MEMORIAL of the Pilots of the Port of *Sunderland.*

To the Right Honourable the Lords of the Committee of Privy Council
for Trade

The Memorial of the Pilots of the Port of Sunderland,

Humbly showeth,

THAT an Act was passed in the 25th and 26th years of the reign of Her present Majesty Queen Victoria, known as "The Merchant Shipping Act Amendment Act, 1862."

That by the 39th Section of such Act power is given to your Lordships to transfer the Pilotage Jurisdiction of one port exercising its authority over any other port to any existing local jurisdiction in maritime matters at the last-mentioned port, or to a new body to be constituted for the purpose, so as to vest in such last-mentioned port an independent pilotage authority of its own.

That the Trinity House of Newcastle, which has its place of business at Newcastle, exercises sole jurisdiction in matters of pilotage over the Port of Sunderland; and your Memorialists, who are employed in piloting ships in and out of Sunderland, are consequently under and subject to the regulations of the said Trinity House of Newcastle.

That the Trinity House of Newcastle is a self-elected and irresponsible body, being members of an antiquated guild calling themselves "The Free Mariners of the Borough of Newcastle-on-Tyne," and that such guild does not now in any degree represent the maritime and commercial interests of the ports and places over which it exercises pilotage jurisdiction, and especially that it has no influence whatever in the Port and Borough of Sunderland.

That the maritime and commercial interests of the Port of Sunderland are of very great importance, and require that a separate authority be established in the Port of Sunderland to exercise jurisdiction in matters of pilotage which may command the confidence and respect of your Memorialists, and give satisfaction to the shipping community of the Port.

 That

Part I.

Sunderland.

That the Trinity House of Newcastle has long ceased to command public confidence or to enjoy the respect of the pilots under their control, but that their authority is a frightful incubus upon your Memorialists, and tends most seriously to hinder the social advancement of a class who your Memorialists are proud to say have, in spite of all difficulties, raised themselves to a position in the Port of Sunderland which well entitles them to some self-government, and a representation in the pilotage authority of the Port.

Your Memorialists, therefore, humbly but most earnestly pray your Lordships to transfer the jurisdiction in matters of pilotage at present exercised by the Trinity House of Newcastle over the Port of Sunderland either to the Sunderland Local Marine Board (if willing to accept the transfer), or to a new authority to be constituted for the purpose, and so in either case that your Memorialists may have a direct representation therein.

And your Memorialists will ever pray, &c.,

(signed) *William Hunter*, Pilot,
And 118 other Signatures.

— No. 2. —

(H. 330.)

The Secretary Board of Trade, to Mr. *Fenwick*, M.P.

Board of Trade, Whitehall,
12 February 1864.

Sir,

With reference to the Memorial signed by 119 pilots of Sunderland, which you have presented to the Board of Trade, praying that the jurisdiction in matters of pilotage at present exercised by the Trinity House of Newcastle over the Port of Sunderland may be transferred either to the Sunderland Local Marine Board, or to a new authority, I am directed by the Lords of the Committee of Privy Council for Trade to acquaint you that it is important, in the first instance, to learn whether the shipowners of Sunderland and the Commissioners of the Docks and River concur in the objects of the application.

It will also be necessary for the Memorialists to consider what is the plan they would suggest for giving effect to their intentions.

Endeavours should then be made to settle any plan which may be agreed on with the Newcastle Trinity House, and, having done so, the Memorialists should submit the scheme, with any questions then remaining undecided, to this Board.

Lastly, I am to point out that the requirements of Sect. 40 of "The Merchant Shipping Act Amendment Act, 1862," relating to the notices and other proceedings, must be duly complied with before this Board can proceed.

Under the above circumstances, the Board of Trade will not communicate the Memorial to the Newcastle Trinity House till they hear further from you.

I have, &c.

Henry Fenwick, Esq., M.P.

(signed) *T. H. Farrer.*

Part II.

Other Correspondence relating to Pilotage under the Newcastle Trinity House. Part II.

— No. 1. —

(H. 556.)

Mr. *W. E. Duncan* to the Secretary, Board of Trade.

80, Basinghall-street, London, E. C., and
South Shields, 2 March 1864.

Sir,

The Tyne pilots at Howdon direct me to forward copy memorial to and correspondence with the Trinity House of Newcastle-upon-Tyne, for the observation and direction of the Lords of the Committee of Privy Council for Trade.

Upwards of two months have elapsed since the presentation of the memorial, during which two Board meetings of the Brethren have been held, as also several meetings of the Pilots Committee, and it is with regret that the pilots instruct me to state that no consideration or any reply whatever has been condescended by the Trinity Brethren to their memorial or communications. Under these circumstances, the men have no alternative in their present destitute position, but to implore the favourable intercession of their Lordships on their behalf.

I am to observe that, in addition to the memorial in question emanating from the body of men, there have been several petitions and applications for the like object made by the men individually, which also have been disregarded by the Brethren.

I have, &c.

The Secretary, Board of Trade. (signed) *W. E. Duncan.*

Enclosure in No. 1.

To the Worshipful Master and Brethren of the Trinity House, Newcastle-upon Tyne.

The Humble Memorial of the Down-River Tyne Pilots stationed at Howdon,

Showeth,

That the extension of the boundary of the sea pilots of the Tyne from Whitehill Point to a line drawn across the River Tyne, from the entrance of the Northumberland Dock, to and including the said Dock, as well as the Tyne Docks, has operated very prejudicially upon the interests of your memorialists.

That when such extension was in contemplation, your memorialists foresaw the serious consequences that would result therefrom, and at the time ventured to express their disapproval thereof.

That the experience of the past 18 months has but too truly verified the anticipations of your memorialists, who have been and are utterly unable to obtain employment in their avocations within the limited district to which they are now confined.

That such district, extending merely from Bill Point to a distance of not more than three miles, does not afford adequate employment for more than four of your memorialists, in consequence of the greater number of the craft loading at the spouts in this district being small vessels, and a few of them only requiring the services of a river pilot.

That your memorialists have to complain with regret of the encroachments on the part of the sea pilots upon other of your memorialists' rights and privileges, the said sea pilots being constantly in the habit of taking ships out of the said docks and mooring them in Shields Harbour, and also removing vessels from their moorings into the docks; whereas, as your memorialists respectfully submit, such sea pilots are only legally authorised to bring vessels direct from sea to the docks, or to take them from the docks direct to sea.

That some of your memorialists having acquired their present position by apprenticeship, and others by nautical services extending over a long series of years, are rendered wholly

Part II.

unfit for any other occupation, and, for want of the requisite means, cannot establish themselves in any trade or business.

That your memorialists respectfully submit that the extension hereinbefore mentioned was an encroachment upon the recognised pilotage district of your memorialists, and an infringement on the rights and privileges long enjoyed by them and by their predecessors, under the authority of your Honourable House.

That your memorialists have been, by such extension, absolutely deprived of the means which they formerly enjoyed of earning an honest livelihood, without any equivalent, compensation, or provision being made for them, except the privilege of licensing as sea pilots, which as your Honourable Board is aware, was confined to such of your memorialists as did not exceed the age of 45 years, and of which privilege six only and no more of the body belonging to the district of your memorialists have been able to avail themselves.

That a number of your memorialists are men far advanced in years, and others have wives with large families of young and helpless children wholly dependent on the earnings of your memorialists for a subsistence.

That a reference by your Honourable Board to the returns made by your memorialists of the vessels piloted by them during the last 18 months, will satisfy your Honourable Board that such earnings have been entirely inadequate and insufficient for the maintenance of themselves and their families.

That your memorialists, with their wives and families, have consequently long suffered, and still continue to suffer, the most bitter hardships and destitution; and in venturing to represent to your Honourable Board the loss to which your memorialists have been subjected through the operation of the recent bye-laws and regulations, your memorialists humbly pray, that in the exercise of the powers and authorities vested in your Honourable Board, you will be pleased to throw open at once to your memorialists the whole district of the River Tyne, and also to confer upon them the privilege of piloting ships and vessels both up and down the river, and extend to them such other rights and privileges as to your Honourable Board may seem meet.

And your memorialists will ever pray, &c.

Howdon-on-Tyne,
28 December 1863.

(signed)

COPY OF CORRESPONDENCE.

Sir, Howdon, 30 December 1863.

WE beg to forward a memorial to the Trinity House of Newcastle-upon-Tyne, which you will please lay before the Brethren at the next meeting of the Board, hopefully trusting that they will kindly consider and grant our prayer.

We have to inform you that a deputation will attend the Trinity House at any time, on hearing from you, to render any information the Board may desire relative thereto, from the Howdon pilots, on whose behalf we respectfully subscribe ourselves,

Yours, &c.
(signed) *Thomas Forster.*
Allan Strachan.
John Young.

John Currie, Esq., Secretary,
Trinity House, Newcastle-upon-Tyne.

Sir, Howdon, 27 January 1864.

WE have been anxiously waiting to hear from you, with a favourable reply from the Brethren, to our memorial; and as we feel the loss of time to be a very serious matter to us and our families, we think it better to attend the Board meeting on Monday next, and beg that you will have the goodness not to overlook our interests.

On behalf of the Howdon pilots,

We remain, &c.
(signed) *Thomas Forster.*
Allan Strachan.

John Currie, Esq., Trinity House,
Newcastle-upon-Tyne.

— No. 2. —

(H. 1076.)

Mr. *W. E. Duncan* to the Secretary, Marine Department, Board of Trade.

80, Basinghall-street, London, E. C.,
13 May 1864.

Sir,

I BEG to hand you the accompanying petition from the sea pilots of the Tyne to the Lords of the Committee of Privy Council for Trade, and have to request that you will kindly submit same for the consideration of their Lordships without avoidable delay.

I have, &c.
(signed) *W. E. Duncan.*

T. H. Farrer, Esq.,
Board of Trade, Whitehall.

Enclosure 1, in No. 2.

(H. 1076.)

To the Right Honourable the Lords of the Committee of Privy Council for Trade.

The humble Petition of the undersigned Sea Pilots of the Tyne, residing at South Shields, in the County of Durham,

Respectfully showeth,

THAT by virtue of certain bye-laws for the government and regulation of sea and river pilots of the Tyne, made by the Master and Brethren of the Trinity House of Newcastle-upon-Tyne, and approved by Her Majesty in Council, on the 19th day of July 1862, the limits of sea pilots bringing in ships or vessels from sea, or taking the same to sea, shall be a line drawn across the River Tyne from the entrance of the Northumberland Dock, and including the same dock, as well as the dock at Jarrow.

That both sea and river pilots may move any ship or vessel, either up or down, within the harbour of Shields.

The sea pilots shall be allowed to go up the River Tyne in their cobles as far as and including the said docks.

That the pilotage on all ships and vessels piloted and conducted to or from the said line so to be drawn, as aforesaid, to or from the Northumberland and Jarrow Docks respectively, shall, from the 1st day of April to the 1st day of October in each year, be 1*s.* 3*d.* for every foot of water which such ship or vessel shall draw; and from the 1st day of October to the 1st day of April, at and after the rate of 1*s.* 6*d.* for each such foot.

That such remuneration only is fixed for piloting vessels to or from the said line drawn across the River Tyne, to or from the said docks, and no pilotage is fixed and determined by the said bye-laws for piloting vessels to or from the docks to sea, or *vice versâ*, or to or from any intermediate place within such district of the sea pilots.

Ever since the said bye-laws came into operation the sea pilots have piloted vessels from sea to the docks, and *vice versâ*, and to and from the docks into and out of Shields Harbour, being wholly within their extended district, and have received the above stated rate of pilotage, and no more, for the entire limit of such district; and for moving vessels in Shields Harbour, or transporting vessels into or out of the docks and Shields Harbour have been paid a foy of 5*s.* per ship for services so rendered.

That, in the month of March last, a period of 20 months after the passing of such bye-laws, the Trinity House of Newcastle-upon-Tyne published the following notice:

"TO SEA PILOTS.

"Notice is hereby given that the sea pilots are authorised to pilot ships from sea direct to the Northumberland and Jarrow Docks, and from those docks to sea; but not to pilot them to any other part of the river, which is the duty of the river pilots. The pilotage rate from sea to the docks, or from the docks to sea, is 1*s.* 3*d.* per foot in summer, and 1*s.* 6*d.* in winter, without the power to make any additional charge. Ships or vessels may be moved up or down below Whitehill Point, within the Harbour of Shields, by either sea or river pilots, as heretofore.

"Trinity House, Newcastle,
"March 11th, 1864.

"By order,
"*John Currie*, Secretary."

On the 15th and 16th days of April last your petitioners individually received summonses to appear before the Master and Brethren of the Trinity House, at the Trinity Hall, Newcastle-upon-Tyne, on Monday, the 18th day of April last, then and there to answer such matters and things as should be laid to the charge of your petitioners respecting their office

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of pilots. Your petitioners attended, in obedience to such summonses, and presented the following written request:

"To the Worshipful Master and Brethren of the Trinity House, Newcastle-upon-Tyne.

"We, the undersigned, sea pilots of the Tyne, having received summons to appear before you this day, to answer such matters and things as shall be laid to our respective charges, respecting our office of pilots, do hereby respectfully ask, request, and desire, to be furnished with a statement in writing of such matters and things as shall, or is intended to be laid or charged against us individually; and we humbly pray that the hearing of the said summonses may be adjourned to your next Board day, the second day of May next, to enable us to prepare our respective defences thereto, and to be advised thereon.

"South Shields, 18th April 1864. "Signed by your Petitioners."

Thereupon the summonses were allowed to stand adjourned, and it was understood by your petitioners that the charge alleged against them was for piloting vessels from Shields Harbour into the docks, and *vice versâ*.

The sea pilots, representing a body of about 180 men, considering the proceedings an attempt, by the Trinity House, to deprive them of that right and privilege which they had claimed and enjoyed for such length of time, submitted the legal construction and interpretation of the said bye-laws to Mr. Manisty, Queen's Counsel, who gave the following opinion thereon:

"Assuming that the bye-laws do not contravene the provisions of any local Act, with respect to pilotage on the River Tyne, then I am of opinion that the sea pilots have the right to pilot vessels all the way from the sea to the two docks, and from the docks to the sea; consequently, that they have the right to pilot vessels from Shields Harbour into the docks, and *vice versâ*."

On the 27th day of April last your petitioners received further summonses to appear at the said Trinity House, on Monday, the second day of May instant, "then and there to answer the charge of piloting ships out of their defined limits."

Your petitioners accordingly attended, and were separately called in before the Board of the said Trinity House, and were asked for their branches, which your petitioners produced, but declined to give them up, as your petitioners were aware that branches of other pilots, after being so obtained, had been improperly withheld, and not returned. Your petitioners grounded their refusal upon the fact that they had committed no offence, and were prepared to answer any charge that might have been alleged, and that no charge whatever was proved against any of them. The Board thereupon declined to proceed with the hearing thereof, until the branches were laid down; and, on dismissing your petitioners, stated, "If you do not give up your branches, and comply with the orders of this House within seven days, you will each be fined 40*s*., and your branches liable to be cancelled."

On the 9th day of May instant your petitioners were required to attend at the Pilot Office, South Shields, and were informed by the pilot master that seven days' further grace was extended to them, and unless the 40*s*. fine was paid by each and every one of your petitioners by Monday next, their branches would be cancelled; and, at the same time, handed to your petitioners the following note:

"Sir, "Pilot Office, South Shields, 9 May 1864.

"I am peremptorily ordered, through the Secretary, by the Trinity Board, to demand of you a fine of 40*s*., for disobedience of orders to that Board by you; the same must be paid by this day week, the 16th inst., or your branch will be cancelled.

"*James Kelly*, Pilot Master."

Your petitioners submit to the consideration of your Lordships that, being advised by counsel on their legal rights under the bye-laws, and not being prohibited by the bye-laws from piloting ships from Shields Harbour into the docks, and *vice versâ*, and not having piloted ships out of their defined limits, and the bye-laws not conferring the exclusive right and privilege on the river pilots, as alleged by the Trinity House in the notice published by them, that your petitioners are not guilty of any offence. That no charge has been proved or established against any one of your petitioners, and, by declining to part with the possession of their respective branches, being their own individual property, for which they paid 2*l*. each, that such is not and does not amount to and constitute such a wilful disobedience to a reasonable and lawful command of the Trinity House as to entitle or justify them, under the circumstances, to inflict and enforce against your petitioners the highest penalty that by law they are empowered to inflict for any serious or grave offence committed by any pilot, touching his office of pilot. Not having any appeal or other protection,

Your petitioners humbly pray that your Lordships will be pleased to intercede on their behalf, and protect them from payment of the oppressive and unjust penalty so arbitrarily inflicted upon them, and relieve them from the threatened consequences in having their branches cancelled, and otherwise cause justice to be done to them in

in such manner as your Lordships shall be pleased to direct, your petitioners being ready and willing to carry out any suggestions or directions that your Lordships may be pleased to make.

And your petitioners will ever pray, &c.

	Robert Chambers.	*William Purvis*, 2.
	George Tindle, 3d.	*Richard Purvis.*
	John Heron.	*John Wells.*
	John Harrison.	*William Stephenson*, 2d.
South Shields, 11 May 1864.	*Henry Young.*	*Edward Ramsey.*

Enclosure 2, in No. 2.

(H. 1076.)

To *Henry Young*, one of the Pilots appointed for piloting Ships or other Nessels into and out of Shields Harbour.

We, the master, pilots, and seamen, of the Corporation of the Trinity House of Newcastle upon-Tyne, do hereby order and summon you personally to be and appear before us at the Trinity Hall, in Newcastle-upon-Tyne aforesaid, on Monday, the 18th day of April, at ten o'clock in the forenoon of the same day, then and there to answer such matters and things as shall be laid to your charge respecting your said office of pilot; and hereof fail not, as you will answer to the contrary at your peril; and also to bring your branch. Given under the seal of the said Corporation, at the Trinity Hall, in Newcastle aforesaid, this 13th day of April, in the year of our Lord 1864.

John Currie, Secretary.

Enclosure 3, in No. 2.

(H. 1076.)

To *Edward Ramsey*, one of the Pilots appointed for piloting Ships or other Vessels into and out of Shields Harbour.

We, the master, pilots, and seamen, of the Corporation of the Trinity House of Newcastle-upon-Tyne, do hereby order and summon you personally to be and appear before us at the Trinity Hall, in Newcastle-upon-Tyne aforesaid, on Monday, the 2d day of May, at ten o'clock in the forenoon of the same day, then and there to answer the charge of piloting ships out of your defined limits; and hereof fail not, as you will answer to the contrary at your peril; and also to bring your branch. Given under the seal of the said Corporation, at the Trinity Hall, in Newcastle aforesaid, this 26th day of April, in the year of our Lord 1864.

John Currie, Secretary.

Enclosure 4, in No. 2.

(H. 1076.)

Sir, Pilot Office, South Shields, 9 May 1864.

I am peremptory* ordered through the secretary, by the Trinity Board, to demand of you a fine of 40 s. for disobedience of orders to that Board by you: the same must be paid by this day week, the 16th inst., or your branch will be cancelled.

* *Sic.*

Wm. Stephenson, 2d. *James Kelly*, Pilot Master.

Mem.—A copy of the memorial was forwarded to the Trinity House of Newcastle for their observations June 1864.

Part II.

— No. 3. —

(H. 1096.)

The Secretary to the Trinity House, Newcastle, to the Secretary, Board of Trade.

Sir, Trinity House, Newcastle, 19 May 1864.

On the 5th May 1862, a bye-law was passed and sanctioned by the Board of Trade, the first paragraph of which is as follows: "That from and after the date on which those bye-laws are approved by Her Majesty in Council, the limits of sea pilots bringing in ships or vessels from sea, or taking the same to sea, shall be a line drawn across the River Tyne from the entrance of the Northumberland Dock, and including the same dock at Jarrow." Under this bye-law, a question has arisen between the sea and river pilots as to their respective rights of pilotage of vessels moored in the harbour, and going thence to the Northumberland or Jarrow Docks, and from repairing docks or otherwise to those docks.

Anterior to the passing of this bye-law, the limits of sea and river pilotage were clearly defined, and this Board are of opinion and are advised, that, subject to the bye-law of May 1862, those bounds remain, and are unaffected except as therein altered.

The only alteration made is in the case "of sea pilots bringing in vessels from sea, or taking the same to sea," which implies a direct course from the docks to the sea, or the reverse.

The strict right in the cases which have arisen is, it would therefore seem, with the river pilots; but the members of this Board, after full discussion of the subject, have come to the conclusion, that the interest of commerce would be best promoted, disputes amongst the pilots avoided, and the questions which have arisen finally settled, by throwing open the intermediate service between the sea and the docks, and leaving it to the judgment of shipowners to employ either sea or river pilots as they may desire.

The Board do not disguise that to some extent this involves some hardship upon the river pilots, depriving them, as it does, of a portion of their, at present, exclusive pilotage district; but there does not seem any other mode of securing the desired objects.

I have therefore to inquire whether, if this Board pass a bye-law for the purpose of effecting the desired change, it will receive the sanction of my Lords.

I have, &c.
(signed) *John Currie*,
Secretary.

T. H. Farrer, Esq.,
The Secretary, Board of Trade,
Whitehall, London.

— No. 4. —

(H. 1120.)

The Secretary to the Trinity House, Newcastle, to the Secretary, Board of Trade.

Sir, Trinity House, Newcastle, 24 May 1864.

I am instructed to acknowledge the receipt of your favour of the 20th instant,* enclosing a copy of a memorial from 10 South Shields sea pilots, and to inform you, that at a special Board, held here on the 18th instant, it was decided that the fine of 40 *s.* levied upon these said 10 sea pilots on a former Board day should not be enforced, and instructions to that effect were given to the pilot master at South Shields

I am also instructed to draw your attention to a letter, bearing on this subject, which was addressed to you on 19th instant.

Sic, but *see* No. 2.

I am, &c.
(signed) *John Currie*,
Secretary.

To the Secretary, Board of Trade,
Whitehall, London.

— No. 5. —

(H. 1096 & 1120.)

The Secretary, Board of Trade, to the Secretary to the Trinity House, Newcastle.

Board of Trade, Whitehall,
28 May 1864.

Sir,

I am directed by the Lords of the Committee of Privy Council for Trade to acknowledge the receipt of your letter of the 19th instant, referring to a dispute that has arisen between the sea and river pilots of the Tyne as to their respective rights of piloting vessels, under the bye-law of the 5th May 1862, by which the limits of the sea pilotage were extended upwards "to a line drawn across the River Tyne from the entrance to the Northumberland Dock, and including the same dock and the dock at Jarrow."

In reply, I am to acquaint you, for the information of the Master and Brethren of the Trinity House of Newcastle, that as the terms of the existing bye-law appear to give rise to doubt, my Lords will be prepared to consider any amended bye-law on the subject which the corporation may submit for the approval of this Board.

I am to add, that my Lords have learnt with satisfaction from your letter of the 24th instant, that the Master and Brethren do not intend to enforce the fines against the sea pilots referred to in the letter from this Board of the 20th instant.

I am, &c.
(signed) *James Booth.*

The Secretary,
Trinity House, Newcastle.

— No. 6. —

(H. 1076.)

The Secretary, Board of Trade, to Mr. *W. E. Duncan.*

Board of Trade, Whitehall,
28 May 1864.

Sir,

I am directed by the Lords of the Committee of Privy Council for Trade to acknowledge the receipt of your letter of the 13th instant transmitting a Memorial from the sea pilots of the Tyne, praying the interference of this Board in the matter of certain proceedings taken against them by the Newcastle Trinity House, arising out of a disputed point connected with the construction of the bye-law of the 5th May 1862, by which an extension of the sea-pilotage district was effected.

I am to acquaint you, for the information of the memorialists, that their petition has been referred to the Master and Brethren of the Trinity House, and I transmit a copy of the correspondence that has passed on the subject.

I am, &c.
(signed) *James Booth.*

W. E. Duncan, Esq.,
80, Basinghall-street, E.C.

— No. 7. —

(H. 1182.)

Mr. *W. E. Duncan* to the Secretary to the Board of Trade.

The Tyne Pilots Compensation.

80, Basinghall-street, London, E.C.,
7 June 1864.

Dear Sir,

For the information of the Lords of the Committee of Privy Council for Trade, I beg to forward you copy petitions from the sea and river pilots of the Tyne, complaining of the mode in which the compensation money voted by the

Part II.

Government has been distributed amongst them by the Trinity House of Newcastle-upon-Tyne.

The petitions will be presented to the House of Commons by Mr. Ingham, M.P. for South Shields.

I may observe that it was on the advice of Mr. Ingham that the men assented to the arrangement which was effected some time ago (on the subject of the compensation money), but while so advising them the Honourable Gentleman at the same time recommended an appeal to Parliament, sharing probably the universal feeling of the men, that the amount represented by the Trinity House as being the whole amount payable was very far below the sum to which they were legitimately entitled.

I remain, &c.
(signed) *W. E. Duncan.*

The Secretary, Board of Trade,
Whitehall.

Enclosure 1, in No. 7.

To the Honourable the Commons of Great Britain and Ireland in Parliament assembled.

The Humble Petition of the River Pilots of the Tyne residing at South Shields, Howdon, and Newcastle-upon-Tyne,

Showeth,

That by virtue and under the provisions of an Act of Parliament, the 24th & 25th Vict. c. 47, "The Harbours and Passing Tolls, &c. Act, 1861," the differential dues on pilotage of foreign shipping were abolished, and certain compensation in respect thereof out of the public monies of Her Majesty's Exchequer was thereby provided to be paid.

That by section 10 of the said Act, it is enacted, "That all differential dues shall cease and be abolished on and after the 1st day of January 1862."

That by section 11 it is enacted, "That all payments which would but for such abolition have been made out of public monies by way of compensation for differential dues under the authority of the Acts enumerated in the second Schedule thereto annexed, or of any other Act or Acts relating to such dues, shall continue until the 1st day of January 1872, and shall then cease."

That by section 12 it is enacted, "That from and after the 31st December 1861, the compensation for differential dues paid to any corporation, body of persons or person in any one year, shall be the amount paid to such corporation, body or person, in the year 1860."

Your petitioners have by the operation of such Act been deprived of a most important portion of the income theretofore derived by them from foreign pilotage, but under section 11 are entitled to compensation in respect thereof, the payment of such compensation to extend over a period of 10 years, and the annual amount thereof being commuted and fixed at the like amount as was paid for the year 1860.

That by a Return of Her Majesty's Comptroller General, dated 11th May 1863, to an Order of your Honourable House, dated 25th March 1863, the amount paid by the Commissioners of Her Majesty's Treasury, as reciprocity money in respect of river pilotage for the Port of Newcastle, for the year 1860, was 3,302*l.* 1*s.* 3*d.*

That deducting therefrom the sum of 221*l.* 7*s.* 9*d.*, in respect of river pilotage of the Tees, an outport within the jurisdiction of the Trinity House of Newcastle-upon-Tyne, there remains for river pilotage of the Tyne 3,080*l.* 13*s.* 6*d.*, paid by the following quarterly payments in each year, viz.:

	£.	*s.*	*d.*
March - - - - - -	361	6	-
June - - - - - -	855	5	-
September - - - - -	1,119	3	6
December - - - - -	744	19	-
TOTAL - - -	£. 3,080	13	6

That your petitioners are under the government and jurisdiction of the Master and Brethren of the Trinity House of Newcastle-upon-Tyne, and they, as almoners in trust for and on behalf of your petitioners, have received from Her Majesty's Treasury the said sum of 3,080*l.* 13*s.* 6*d.* for and in respect of the year 1862, and the like for the year 1863.

That your petitioners were unable to obtain payment or any settlement of such compensation money, so received by the Trinity House of Newcastle-upon-Tyne, until after the first year and three-quarters thereof, when after great contention and difficulty an arrangement was ultimately effected on the 27th November 1863, by the Trinity House distributing among your petitioners the sum of 2,941*l.* 13*s.* 1*d.*, representing 1,680*l.* 18*s.* 11*d.* per year, this amount being represented by the said Trinity House as the whole amount distributable

tributable among your petitioners. That the like amount, and no more, to your petitioners, has since been paid, being 1,399*l.* 14*s.* 7*d.* per year less than the actual sum annually received by the said Trinity House for and on behalf of your petitioners as aforesaid.

That your petitioners feel that they are unjustly and wrongfully deprived by the said Trinity House of Newcastle-upon-Tyne of the annual sum of 1,399*l.* 14*s.* 7*d.*, to which your petitioners, under the provisions of the said statute, claim to be legitimately entitled, subject to a reasonable deduction therefrom, in respect of expenses for receiving and distributing the same.

That the said Trinity House is a self-elected and irresponsible body, and your petitioners are advised that the only remedy that they have in the premises (save and except a tedious and expensive suit in Chancery) is the aid and assistance of your Honourable House.

Your petitioners therefore humbly pray that your Honourable House will be pleased to order and direct a full detailed and particular account to be rendered by the Master and Brethren of the Trinity House of Newcastle-upon-Tyne of the several sums received under the said Act in respect of the said compensation money, and the several dates when the same was respectively received by them, and of the particular application and distribution thereof; and that your Honourable House will be further pleased to order payment to your petitioners of the residue thereof withheld from them, and that inspectors or examiners may be appointed to examine into the accounts of the said Trinity House relating to and connected with the said compensation money, and the trust funds and other moneys of your petitioners in their hands; and that your petitioners may be permitted to attend and be represented upon the taking of such accounts; and that proper access, at all reasonable times, to inspect the books of accounts of the said Trinity House, may be had by and on behalf of your petitioners.

And your Petitioners will ever pray, &c.

Enclosure 2, in No. 7.

To the Honourable the Commons of Great Britain and Ireland in Parliament assembled.

The humble Petition of the Sea Pilots of the River Tyne residing at South Shields, in the County of Durham.

Showeth,

That by virtue and under the provisions of an Act of Parliament, the 24 & 25 Vict., c. 47, "The Harbours and Passing Tolls, &c., Act, 1861," the differential dues on pilotage of foreign shipping were abolished, and certain compensation in respect thereof out of the public moneys of Her Majesty's Exchequer was thereby provided to be paid.

That by section 10 of the said Act it is enacted that all differential dues shall cease and be abolished on and after the 1st day of January 1862.

That by section 11 it is enacted that all payments which would but for such abolition have been made out of public moneys by way of compensation for differential dues under the authority of the Acts enumerated in the second schedule thereto annexed, or of any other Act or Acts relating to such dues, shall continue until the 1st day of January 1872, and shall then cease.

That by section 12 it is enacted that from and after the 31st December 1861, the compensation for differential dues paid to any corporation body of persons or person in any one year shall be the amount paid to such corporation, body or person, in the year 1860.

Your Petitioners have, by the operation of such Act, been deprived of a most important portion of the income heretofore derived by them from foreign pilotage, but under section 11 are entitled to compensation in respect thereof, the payment of such compensation to extend over a period of 10 years, and the annual amount thereof being commuted and fixed at the like amount as was paid for the year 1860.

That by a return of Her Majesty's Comptroller General, dated 11th May 1863, to an Order of your Honourable House, dated 25th March 1863, the amount paid by the Commissioners of Her Majesty's Treasury as reciprocity money on sea pilotage for the Port of Newcastle for the year 1860 was 6,096*l.* 14*s.* 7*d.*

That by a return of the Trinity House of Newcastle-upon-Tyne, dated 11th July 1863, to an address of your Honourable House, dated 22d June 1863, the following sums were thereby represented to have been paid thereout to the out-ports within the jurisdiction of the said Trinity House; that is to say,—

	£.	*s.*	*d.*
Paid to sea pilots at Sunderland - - -	528	12	5
„ sea pilots at Hartlepool - - -	1,332	14	5
„ sea pilots at Stockton - - -	872	5	3
„ sea pilots at Blyth - - - -	106	4	7
„ sea pilots at Warkworth - - -	30	9	2
„ sea pilots at Seaham - - - -	63	6	5
„ sea pilots at Whitby - - - -	2	13	10
„ sea pilots at Alnmouth - - -	-	9	-
Leaving distributable among the Tyne sea pilots, your petitioners, the sum of - - - -	3,159	19	6
	£.6,096	14	7

Part II.

That your petitioners are under the government and jurisdiction of the Master and Brethren of the Trinity House of Newcastle-upon-Tyne, and they, as almoners in trust for and on behalf of your petitioners, have received from Her Majesty's Treasury the said sum of 3,159*l.* 19*s.* 6*d.* for and in respect of the year 1862, and the like for the year 1863.

That your petitioners were unable to obtain payment or any settlement of such compensation money so received by the Trinity House of Newcastle-upon-Tyne until after the first year and a-half thereof, when, after great contention and difficulty, an arrangement was effected on the 22d August 1863, by the Trinity House distributing among your petitioners the sum of 3,212*l.* 7*s.* 0*d.* representing 2,141*l.* 11*s.* 4*d.* per year, this amount being represented by the said Trinity House as the whole amount distributable among your petitioners.

That the like amount. and no more to your petitioners, has since been paid, being 1,018*l.* 8*s.* 2*d.* per year less than the actual sum annually received by the said Trinity House for and on account of your petitioners as aforesaid.

That your petitioners feel that they are unjustly and wrongfully deprived, by the said Trinity House of Newcastle-upon-Tyne, of the annual sum of 1,018*l.* 8*s.* 2*d.*, to which your petitioners, under the provisions of the said statute, claim to be legitimately entitled, subject to a reasonable deduction therefrom in respect of expenses for receiving and distributing the same.

The said Trinity House declined and refused to inform your petitioners the gross amount of such compensation money received by them for sea pilotage of the Tyne for the year 1862, and also refused to give any information or particulars of the deductions claimed and retained by them thereout, and have made no return of the application thereof to the Board of Trade.

That the said Trinity House is a self elected and irresponsible body, and your petitioners are advised that the only remedy they have in the premises (save and except a tedious and expensive suit in Chancery), is the aid and assistance of your Honourable House.

Your petitioners therefore humbly pray that your Honourable House will be pleased to order and direct a full detailed and particular account to be rendered by the Master and Brethren of the Trinity House of Newcastle-upon-Tyne of the several sums received under the said Act in respect of the said compensation money, and the several dates when the same was respectively received by them, and of the particular application and distribution thereof, and that your Honourable House will be further pleased to order payment to your petitioners of the residue thereof withheld from them, and that inspectors or examiners may be appointed to examine into the accounts of the said Trinity House relating to and connected with the said compensation money, and the trust funds and other moneys of your petitioners in their hands; and that your petitioners may be permitted to attend and be represented upon the taking of such accounts, and that proper access at all reasonable times to inspect the books of accounts of the said Trinity House may be had by and on behalf of your petitioners.

And your petitioners will ever pray, &c.

PILOTAGE.

(NEWCASTLE-UPON-TYNE TRINITY HOUSE).

COPY of CORRESPONDENCE between the Board of Trade and Trinity House of *Newcastle-upon-Tyne*, and Pilots on the River *Tyne*, and others, relative to PILOTAGE (in continuation of Parliamentary Paper, No. 463, of Session 1863).

(*Mr. Richard Hodgson.*)

Ordered, by The House of Commons, *to be Printed,*
26 *July* 1864.

[*Price* 6*d.*]

Under 8 *oz.*

533.

NEWCASTLE-UPON-TYNE PILOTAGE.

RETURN to an Order of the Honourable The House of Commons, dated 11 July 1864;—*for*,

COPIES "of CORRESPONDENCE between the Board of Trade and the Trinity House of *Newcastle-upon-Tyne*, respecting the PILOTAGE of the Port of *Tyne*, during the Years 1862, 1863, and 1864:"

"And, of MEMORIAL from the Shipowners of *Newcastle-upon-Tyne* upon the PILOTAGE of that Port."

THE Papers mentioned in this Order will be found respectively in Parliamentary Papers Nos. 455 of Session 1862, 463 of Session 1863, and 533 of the present Session.

Board of Trade,
3 November 1864.

T. H. FARRER.

NEWCASTLE-UPON-TYNE PILOTAGE.

COPIES of CORRESPONDENCE between the Board of Trade and the Trinity House of *Newcastle-upon-Tyne*, respecting the PILOTAGE of the Port of *Tyne*, during the Years 1862, 1863, and 1864; and, of MEMORIAL from the Shipowners of *Newcastle-upon-Tyne* upon the PILOTAGE of that Port.

(*Mr. Somerset Beaumont.*)

Ordered, by The House of Commons, *to be Printed*,
26 *July* 1864.

PILOTAGE.

A RETURN,

(For the Year ending 31 December 1863 :)

— 1. —

" Of all Bye-Laws, Regulations, Orders, or Ordinances relating to Pilots or Pilotage for the Time being in force, issued by the respective Pilotage Authorities in the United Kingdom : "

— 2. —

" Of the Names and Ages of the Pilots or Apprentices licensed or authorised to act by the respective Pilotage Authorities, and of all Pilots or Apprentices acting either mediately or immediately under such Authorities, whether so licensed or authorised or not : "

— 3. —

" Of the Service for which each Pilot or Apprentice is licensed : "

— 4. —

" Of the Rates of Pilotage for the Time being in force at the Ports under the Jurisdiction of the respective Pilotage Authorities, including therein the Rates and Descriptions of all Charges upon Shipping made for or in respect of Pilots or Pilotage : "

— 5. —

" Of the Total Amount received for Pilotage at the respective Ports aforesaid ; distinguishing the several Amounts received from British Ships and from Foreign Ships respectively, and the several Amounts received in respect of different Classes of Ships paying different Rates of Pilotage, according to the Scale of such Rates for the Time being in force, and the several Amounts received for the several Classes of Service rendered by Pilots ; and also the Amount paid by such Ships (if any) as have, before reaching the Outer Limits of Pilotage Water if Outward bound, or their Port of Destination if Inward bound, to take or pay for Two or more Pilots, whether licensed by the same or by different Pilotage Authorities ; together with the Numbers of the Ships of each of the several Classes paying such several Amounts as aforesaid : "

— 6. —

" Of the Receipt and Expenditure of all Monies (if any) received by or on behalf of the respective Pilotage Authorities aforesaid, or by or on behalf of any Sub-Commissioners appointed by them, in respect of Pilots or Pilotage."

In continuation of Parliamentary Paper, No. 264 *of* 1863.

(PRESENTED PURSUANT TO ACT OF PARLIAMENT.)

Ordered, by The House of Commons, *to be Printed,*
21 *June* 1864.

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„ TRALEE	Bye-laws; Names of Pilots; Rates of Pilotage; Pilotage Receipts	109, 110
„ WATERFORD	Bye-laws and Rates of Pilotage; Names of Pilots; Pilotage Receipts; Account	110, 111
„ WESTPORT	Bye-laws; Names of Pilots; Rates of Pilotage; Pilotage Receipts; Account	111
„ WEXFORD	Regulations and Rates of Pilotage; Names of Pilots; Pilotage Receipts; Account	112

ABSTRACT

OF THE

RETURNS RELATING TO PILOTS AND PILOTAGE,

WITH RESPECT TO SUCH

PORTS AND PLACES AS ARE UNDER THE PILOTAGE JURISDICTION

OF

THE CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND,

In pursuance of the Merchant Shipping Act, 1854.

For the Year ending 31 December 1863.

ENGLAND AND WALES.

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND.

LIST of the Acts or Authorities by which PILOTAGE JURISDICTION is exercised by the CORPORATION of TRINITY HOUSE of DEPTFORD STROND.

For the Port of	Bridgwater	An Act, dated 21 July 1845, 8 & 9 Vict. c. 89, ss. 70 to 74, entitled, An Act for improving the Navigation of the River and Bay of Bridgwater, &c.
	Ipswich	An Act, dated 30 June 1837, 1 Vict. c. 74, ss. 121 to 130, entitled, An Act to amend an Act of the 45 Geo. 3, for improving and rendering more commodious the Port of Ipswich.
	Neath	An Act, dated 12 July 1843, 6 & 7 Vict. c. 71, ss. 182 to 187, entitled, An Act for improving and maintaining the Port or Harbour of Neath, in the County of Glamorgan.

For all the other Ports under the Jurisdiction of the Trinity House	An Act, dated in 1732, 5 Geo. 2, c. 21, entitled, An Act for the better Regulation and Government of Pilots licensed by the Corporation of Deptford Strond, in the County of Kent, and to prevent Mischiefs and Annoyances upon the River Thames below London Bridge;
	Continued by—
	An Act, dated 25 June 1808, 48 Geo. 3, c. 104, entitled, An Act for the better Regulation of Pilots and of the Pilotage of Ships and Vessels navigating the British Seas.
	An Act, dated 20 April 1812, 52 Geo. 3, c. 39, entitled, An Act for the more effectual Regulation of Pilots and of the Pilotage of Ships and Vessels on the Coast of England.
	An Act, dated 5 July 1825, 6 Geo. 4, c. 125, entitled, An Act for the Amendment of the Law respecting Pilots and Pilotage, &c.
	An Act, dated 10 August 1854, 17 & 18 Vict. c. 104, ss. 330 to 388, entitled, Merchant Shipping Act, 1854.

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—*continued.*

AN ACCOUNT of the RECEIPT and EXPENDITURE of all MONIES received by or on behal

(Prepared in pursuance of sect. 387

RECEIPT.

	£. s. d.	£. s. d.
Dividends:		
One year's dividend on 90,593 *l.* 12 *s.* 10 *d.*, capital, New 3 per Cent. Annuities -	- - -	2,717 16 2
Dues and Rates:		
Amount received on annual renewal of licenses to pilots in districts not under the superintendence of Sub-Commissioners - - - - - - - - - -	924 15 4	
Poundage on pilots' earnings collected at London and the Outports - - -	3,247 17 11	
Dues on turns of pilotage paid by pilots at the Cinque Ports - - - -	1,359 12 -	
		5,532 5 3
Annual payments in lieu of death-money by the pilots at the Cinque Ports licensed prior to 1st October 1853 - - - - - - - - - - - - - - -	- - -	642 - -
Miscellaneous:		
Amount of Balances proceeding from the receipt and payment of pilotage of foreign vessels in the Port of London - - - - - - - - - - -	198 - 7	
Balance of fees received on the issue and renewal of pilotage certificates, and on grant of new licenses and extended qualifications for the Port of London and Channels leading thereto, and at the Outports, after deducting charges - -	314 10 4	
Fines and penalties - - - - - - - - - - - - - -	—	
Balance of fees on choice letters - - - - - - - - - - - -	76 10 -	
Discount on stamps - - - - - - - - - - - - - -	- 12 -	
		589 12 11
TOTAL RECEIPT for the Year - - - £.		9,481 14 4
Surplus brought from last Account - - -		261 6 10
TOTAL - - - £.		9,743 1 2

Trinity House, London,
12 July 1864.

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—*continued.*

of the *Trinity House*, in respect of PILOTS or PILOTAGE, in the Year ending 31st December 1863.
of the Act 17 & 18 Vict. c. 104.)

EXPENDITURE.

	£. s. d.	£. s. d.
Expenses of carrying the Act into execution:		
Salaries and allowances to officers in London and at the Cinque Ports	1,702 – –	
Stationery, stamps, printing, and incidental expenses	156 13 2	
Law charges	1 1 –	
		1,859 14 2
Pensions and Allowances:		
To superannuated pilots, their wives, widows, and children, and occasional relief to ditto during the year, at London and the Outports (except the Cinque Ports)	4,120 16 1	
To ditto at the Cinque Ports, including superannuation allowance to Mr. James Wood, formerly clerk in the pilotage station at Dover	1,935 14 10	
		6,056 10 11
Almshouse Establishment:		
Pensions and allowances to superannuated pilots, their wives or widows, inhabiting thirteen almshouses at Mile End	422 13 8	
Cost of repair and maintenance of said houses	93 18 6	
		516 12 2
Pilot Stations:		
Cost of repair and maintenance of those at Deal, Dover, and the Isle of Thanet		174 – 6
Payments to appointees of Cinque Port pilots on their decease		858 – –
TOTAL EXPENDITURE for the Year		9,464 17 9
Surplus carried to next Account		278 3 5
TOTAL £.		9,743 1 2

P. H. Berthon, Secretary.
John Inglis, Accountant.

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND.

LONDON DISTRICT.

NAMES and AGES of PILOTS licensed for the *London* District.

NAMES.	AGES.	LIMITS OF LICENSE.
Butchart, George	52	From London Bridge down the River Thames, and the North, South, and Queen's Channels, and round the Long Sand Head into the Downs, and in and out of Harwich Harbour; also for the navigation at the back of the Goodwin Sands, round the South Sand Head into the Downs, and in and out of Ramsgate Harbour, and from the Downs to the westward as far as the Isle of Wight, and from the Isle of Wight up to London Bridge; also from Orfordness across the North Sea, and up the Baltic and Gulf of Finland to Cronstadt.
Dumlin, Edward T.	62	
Hindhaugh, William	60	
Irvine, James (1)	63	
Irvine, James (2)	50	
Lowery, Thomas	49	
Moore, Wm. Coates	44	
Reed, Henry	46	
Storey, John Ogilvie	45	
Strachan, Robert	61	
Aston, Edward Onslow	49	From London Bridge down the River Thames, and the North, South, and Queen's Channels, and round the Long Sand Head into the Downs, and in and out of Harwich Harbour; also for the navigation at the back of the Goodwin Sands, round the South Sand Head into the Downs, and in and out of Ramsgate Harbour, and from the Downs to the westward as far as the Isle of Wight, and from the Isle of Wight up to London Bridge.
Blyth, George	50	
Brack, George	51	
Daines, William	42	
Glandfield, F. W.	50	
Jones, Thomas	52	
Johnson, John	42	
Leigh, Thomas	42	
Martin, Mark	42	
Martin, Thomas	36	
Paton, James	48	
Pidgeon, Edward W.	57	
Small, John	66	
Thompson, George James	60	
Thompson, Charles	50	
Wheeler, Richard	51	
Gray, James	50	From London Bridge down the River Thames, and the North, South, and Queen's Channels, and round the Long Sand Head into the Downs, and in and out of Harwich Harbour; also for the navigation at the back of the Goodwin Sands, round the South Sand Head into the Downs, and in and out of Ramsgate Harbour; also from Orfordness across the North Sea, and up the Baltic and Gulf of Finland to Cronstadt.
Polson, Peter	45	
Bishop, Thomas Charles	47	From London Bridge d the River Thames, and North, South, and Qu Channels, and round the Sand Head into the Downs in and out of Harwich Harb also for the navigation a back of the Goodwin S round the South Sand H and in and out of Ram Harbour.
Boxer, Michael	62	
Davie, William	38	
Davison, John	54	
Daff, John Thomas	42	
Emerson, Thomas	75	
Garrick, Thomas	46	
Grove, Joseph Tatton	51	
Hambleton, J. W.	58	
Huntley, Charles	44	
Kendrick, G. E.	40	
Pentin, J. Dodds	51	
Smith, Joseph Alexander	63	
Speeding, William	45	
Stocks, Thomas	57	
Atkinson, Wm. Francis	57	From London Bridge d the River Thames and S Channel into the Downs; for the navigation at the of the Goodwin Sands, r the South Sand Head into Downs, and into Ramsgate bour; and from the Down the westward as far as the of Wight, and from the Isl Wight up to London Bridg
Bebrouth, John	47	
Bramston, James	44	
Bramston, George	43	
Grant, Andrew	46	
Mumford, Henry B.	55	
Spence, Wm. Alex.	47	
Spurgin, William	44	
Thomas, John	43	
Beech, Thomas Carter	50	From London Bridge d the River Thames and S Channel into the Downs; for the navigation at the of the Goodwin Sands, r the South Sand Head into Downs, and into Ramsgate bour.
Bradley, William	41	
Cooper, Gerard	43	
Duck, Richard	55	
Maxwell, J. F.	46	
Minter, Thomas	52	
Mowbray, W. W.	49	
Mather, Robert	43	
Pentin, Philip Michael	46	
Roxberry, Henry	42	
Smith, Alex. Joseph	62	
Smith, John George	51	
Barfield, W. J.	40	From Gravesend down River Thames and North South Channels, and round Long Sand Head into Downs, and into and out Harwich Harbour; also for navigation at the back of Goodwin Sands, round the S Sand Head into the Downs, into Ramsgate Harbour; from Dungeness through South Channels to Gravesen
Burton, Richard H.	28	
Bennett, John	40	
Banks, Thomas F. A.	41	
Clark, Edward O.	41	
Conch, Edward	37	
Dodds, W. B.	41	
Daines, Oswald T.	37	
Fairburn, J.	35	
Fiddemann, Henry	41	

Corporation of Trinity House of Deptford Strond—*continued.*

NAMES.	AGES.	LIMITS OF LICENSE.
London District—*cont^d.*		
ray, David	39	From Gravesend down the River Thames and North and South Channels, and round the Long Sand Head into the Downs, and into and out of Harwich Harbour; also for the navigation at the back of the Goodwin Sands, round the South Sand Head into the Downs, and into Ramsgate Harbour; also from Dungeness through the South Channels to Gravesend.
ray, Joseph	35	
larrison, William	39	
owery, Alice, *alias* Amos	38	
ewis, W. J.	36	
yle, Edmund	36	
iller, William	39	
obson, William	39	
omley, R. S.	36	
mith, W. J.	32	
mith, John	30	
mith, Alfred	27	
nelling, W.	37	
in, John	30	
arton, W. R.	27	From Gravesend down the River Thames and South Channels to Dungeness, and *vice versâ*; also for the navigation at the back of the Goodwin Sands, round the South Sand Head into the Downs, and into Ramsgate Harbour.
rafter, C. D.	37	
rmer, George	56	
arner, Edwin	31	
tler, M. J.	40	From Gravesend down the River Thames and the North and South Channels, and round the Long Sand Head into the Downs, and into and out of Harwich Harbour; also for the navigation at the back of the Goodwin Sands, round the South Sand Head into the Downs, and into Ramsgate Harbour; also from the Downs westward as far as the Isle of Wight, and from the Isle of Wight to Gravesend.
llett, Francis	37	
shley, R. G.	30	
acey, Edward	40	
omas, J. E.	41	
milton, J. T.	37	From Gravesend down the River Thames and the North Channel to Orfordness, and in and out of Harwich Harbour.
kinson, R. Christopher	55	From London Bridge down the River Thames to Gravesend, and back to London Bridge.
own, John	53	
ownfield, James	66	
ownfield, James, jun.	39	
ownfield, George	44	
ownfield, Charles	32	
omley, John Thomas	45	
adley, J.	36	
sby, J. R.	35	
nstant, Amos	47	
apman, Edward	42	
apman, W. H.	33	

NAMES.	AGES.	LIMITS OF LICENSE.
London District—*cont^d.*		
Daff, Thomas A.	63	From London Bridge down the River Thames to Gravesend, and back to London Bridge.
Deane, James	69	
Denton, John	47	
Dix, Charles	51	
Elliott, George	57	
Ferguson, Charles T.	47	
Fothergill, W. T.	34	
Freeman, W.	49	
Gillett, Alfred	36	
Hallsey, Daniel	52	
Hallsey, George	31	
Hallsey, Thomas	43	
Hedley, John	50	
Haslip, James	31	
Henderson, William	54	
Henderson, J.	60	
Hobson, J. W.	54	
Houghton, E.	54	
Ives, W. H.	45	
Ives, T. C.	48	
Jackson, D.	62	
Jameson, Henry	50	
Joel, William	46	
Kindred, James	43	
Larnder, G. R.	37	
Lawson, James	49	
Lygo, Richard	44	
Martin, J. B.	39	
Martin, Joseph (1)	46	
Martin, Joseph (2)	37	
Mee, Alfred T.	34	
Milton, P. J.	31	
Pascoe, W. W.	54	
Pattison, Frederick	42	
Posgate, Richard B.	50	
Ramshaw, G. P.	55	
Ross, Richard Varney	49	
Ross, Alex. Douglas	43	
Roxberry, Thomas	51	
Sandford, William	45	
Speedy, John	58	
Spiers, Stephen J.	53	
Stratford, Charles	46	
Stibbs, E. J.	40	
Tonge, G. W. B.	42	
Tadhunter, J. T.	35	
Walker, James C.	58	
Walker, J. C., jun.	—	
Walker, John	54	
Warner, Charles	65	
Warner, John	40	
West, Thomas	54	
Williams, W.	50	
Williams, T. J.	48	
Williams, Edwin	48	
Williams, Henry	43	
Walden, Joseph	37	

Corporation of Trinity House of Deptford Strond—*continued.*

NAMES.	AGES.	LIMITS OF LICENSE.
London District—*cont^d.*		
Allen, Benjamin	45	From London Bridge down the River Thames to Gravesend, and back to London Bridge. (Licensed for Home Trade Passenger Ships only.)
Allen, W. George	36	
Allen, Edward J.	30	
Coe, William Henry	60	
Doust, J. C.	58	
Evans, John	68	
Evans, William Edmund	39	
Ferguson, J. P.	53	
Hambleton, James	51	
M'Donald, Edward	58	
Petrie, George Alexander	40	
Rodway, Richard	44	
Smith, Charles T.	47	
Smith, John T.	60	
Swettenham, George	41	
Stone, George	38	
Turner, Richard	50	
Voss, James	56	
Voss, J. E.	49	
Wall, Francis	67	
Watson, Frederick	49	
Anderson, W. R.	37	From Dungeness up the River Thames to Gravesend, and up the River Medway to Stangate Creek, and from the South Buoy of the Brake to the westward as far as the west end of the Owers, and into and out of Ramsgate, Dover, Sandwich, and Margate Harbours.
Appleton, Edward	32	
Apps, J. E.	37	
Arnold, J. W.	34	
Arnold, R. J.	29	
Apps, James R.	38	
Baker, John	49	
Barber, William	40	
Beck, W. A.	34	
Beer, Bowes Mackney	29	
Bell, W. T.	39	
Bell, George W.	38	
Birch, Thomas	58	
Bingham, H. V.	35	
Blown, Thomas C.	56	
Bowles, W. J.	43	
Bristow, H. J. S.	46	
Burden, John	34	
Bingham, T. J.	41	
Bingham, J. H.	43	
Blaxland, W. T.	39	
Canney, T. T.	45	
Clark, Werter	71	
Collard, W. R.	54	
Crowhurst, George H.	33	
Charrosin, W.	39	
Dair, Thomas	60	
Dane, Samuel	50	
Decent, Peter	55	
Elgar, W. Spratt	46	
Empson, Thomas	36	
Erridge, J. J.	36	
Finnis, J. S.	36	
Finnis, Robert	42	
Finnis, W. J.	32	
Foster, Henry	37	
Foreman, Richard	37	
Fuller, William	61	
Gasson, James	46	
Gasson, H. W.	32	

NAMES.	AGES.	LIMITS OF LICENSE.
London District—*cont^d.*		
Gillman, C. B.	45	From Dungeness up the Ri Thames to Gravesend, and the River Medway to Stang Creek, and from the South B of the Brake to the westward far as the west end of the Ow and into and out of Ramsg Dover, Sandwich, and Marg Harbours.
Godden, J. A.	47	
Goldsack, D. M'Donald	41	
Goslee, J. M.	49	
Gravener, T. H.	53	
Hambrook, Joseph	51	
Hart, John	37	
Hartley, J. H.	36	
Hayward, W.	54	
Hill, Andrew	62	
Hinds, Charles C.	46	
Hobday, Stephen	59	
Holmes, James	42	
Hoult, Alfred	41	
Hubbard, J. L.	51	
Howgego, J.	32	
Jeffrey, Thomas	46	
Jones, James C.	49	
Keys, D. P.	44	
Keys, Samuel H.	47	
Knocker, William	37	
Langford, Robert	39	
Larkins, J. A.	45	
Larkins, R.	42	
Lucas, Charles K.	50	
Mackie, T. P.	47	
Mackie, W. B., jun.	32	
Mackie, J. S.	30	
Mallett, J. C.	47	
Marsh, R. N.	37	
Marsh, W. A. Y.	35	
Marsh, H. F.	29	
Marshall, John	41	
Millen, J. B.	37	
Millen, H. E.	35	
Mills, B.	45	
Mongor, W.	38	
Moon, Richard	60	
Moon, G. W.	37	
Moulton, M.	54	
Mowll, R. (3)	49	
Mowle, T. R.	55	
Myhill, V. C.	36	
Newton, James	47	
Norris, James	43	
Norris, Stephen	45	
Norris, T. D.	55	
Norris, Tom	53	
Olifent, J. E.	36	
Ovenden, G. T.	36	
Palmer, G.	51	
Paul, T. W.	52	
Peake, A. M.	46	
Peake, R.	62	
Pett, H. C.	48	
Popkiss, W.	55	
Popkiss, H. P.	31	
Popkiss, H. P.	31	
Pordige, R.	61	
Pott, W. S.	57	
Pott, W. H.	30	
Prescott, W. G.	46	
Phillpott, J. J.	27	

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—*continued.*

NAMES.	AGES.	LIMITS OF LICENSE.
LONDON DISTRICT—*cont^d.*		
alph, George - -	43	From Dungeness up the River Thames to Gravesend, and up the River Medway to Stangate Creek, and from the South Buoy of the Brake to the westward as far as the west end of the Owers, and into and out of Ramsgate, Dover, Sandwich, and Margate Harbours.
alph, Thomas - -	50	
andall, J. - - -	59	
andall, J. S. - -	32	
ansom, W. - -	37	
ouse, T. B. - -	—	
andall, W. H. - -	34	
ckett, B. W. - -	57	
later, H. V. - -	46	
nith, J. V. W. - -	35	
ouse, William - -	39	
anton, W. H. - -	59	
anton, W. - - -	37	
ornton, William -	40	
ott, Arthur - -	46	
sher, J. W. - -	51	
arman, W. B. - -	48	
aters, Alfred J. -	43	
atson, Alexander -	44	
est, G. B. - -	40	
ellard, M. - -	64	
ellsted, William -	30	
arner, Frederick -	32	
rake, James H. -	39	
rkins, S. N. - -	65	From Dungeness up the River Thames to London Bridge, and up the River Medway to Stangate Creek, and from the South Buoy of the Brake to the westward as far as the west end of the Owers, and into and out of Ramsgate, Dover, Sandwich, and Margate Harbours.
owll, Richard - -	72	
itten, D. B. - -	60	From Orfordness up the North Channel and the River Thames to London Bridge, and in and out of Harwich Harbour.
tcher, John - -	30	From Sizewell Bank up the North Channel and the River Thames to Gravesend, and in and out of Harwich Harbour.
tmore, Charles - -	32	
igwin, T. W. - -	35	
ecock, James - -	35	
odd, Edward - -	54	From Lowestoft or its parallel of latitude to Orfordness, thence up the North Channel and River Thames to London Bridge, and in and out of Harwich Harbour.
bson, Jas. Stebbings -	52	
natten, William J. -	43	From Lowestoft or its parallel of latitude to Orfordness, thence up the North Channel and River Thames to Gravesend, and in and out of Harwich Harbour.
ble, William - -	53	
Cowan, R. W. - -	44	
ersey, George - -	46	
chardson, W. - -	52	
nham, James - -	46	
le, William - -	43	

NAMES.	AGES.	LIMITS OF LICENSE.
LONDON DISTRICT—*cont^d.*		
Hunt, George - -	37	From Southwold or its parallel of latitude to Orfordness, thence up the North Channel and River Thames to Gravesend, and in and out of Harwich Harbour.
Gibbs, John - -	38	
Disney, Henry Beverley	76	From Yarmouth to and from the Dudgeon Light Vessel, and from Yarmouth to and from Orfordness, thence across the Kentish Knock to and from the Downs, and up the North Channel and River Thames to London Bridge, and into and out of Harwich Harbour.
Ferrett, William - -	64	
Lowsey, John - -	65	From Smith's Knowl or its parallel of latitude to Orfordness, thence up the North Channel and River Thames to London Bridge, and into and out of Harwich Harbour.
Black, John - -	53	From Yarmouth to and from the Dudgeon Light Vessel, and from Yarmouth to and from Orfordness, thence across the Kentish Knock to and from the Downs, and up the North Channel and River Thames to Gravesend, and into and out of Harwich Harbour.
Boult, James C. - -	53	
Bowell, John - -	56	
Devereux, Edward -	59	
Fleming, Samuel - -	61	
Fleming, William -	48	
Fulcher, James - -	57	
Hobson, Thomas - -	37	
Jenner, Charles - -	57	
Leggett, Henry - -	37	
Leggett, Edward - -	53	
Leggett, Thomas - -	43	
Lindsey, Thomas - -	57	
Lindsey, Samuel - -	53	
Littlewood, M. F. -	58	
Reeder, William - -	60	
Rising, Thomas - -	57	
Rust, William - -	37	
Rust, Burnham - -	32	
Stanford, Joseph - -	42	
Tansley, Isaiah - -	46	
Woods, William - -	61	
Aldrich, William, jun. -	54	From Smith's Knowl or its parallel of latitude to Orfordness, thence up the North Channel and River Thames to Gravesend, and into and out of Harwich Harbour.
Bokenham, John - -	52	
Button, George - -	36	
Carter, Daniel Draper -	33	
Girling, W. A. - -	41	
Coleman, Ezer. Swatman	33	
Land, William - -	54	
Magub, George - -	30	
May, J. C. - - -	31	
May, W. D. - -	34	
Munnings, J. - -	28	
Reeve, Thomas - -	52	
Simpson, William - -	56	
Skinner, Richard James	33	
Taylor, Edward - -	52	
Wayth, William Echline	27	
Warnes, William - -	42	

RATES of PILOTAGE for the *London* District.

The Rates remain the same as printed at p. 5 of Parl. Paper, No. 264, of 1863.

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—*continued.*

TOTAL AMOUNT received for PILOTAGE of VESSELS

(1.)—INWARDS.

DISTANCES FOR WHICH PILOTED.	BRITISH VESSELS.											
	COASTERS.								OVERSEA.			
	Not Towed by Steam.				Towed by Steam.				Not Towed by Steam.			
	No.	Amount.			No.	Amount.			No.	Amount.		
		£.	s.	d.		£.	s.	d.		£.	s.	d.
From Sea or Orfordness to Nore	–	–		–	–	–		–	–	–		–
From Sea, Orfordness, Downs, or Hoseley Bay, to Gravesend or Chatham.	5	49	4	3	13	94	4	9	207	1,380	13	9
From Beachy Head to Blackwall	–	–		–	–	–		–	–	–		–
From Gravesend Reach to Long Reach or Greenhithe.	–	–		–	5	15	17	4	1	1	7	–
From Gravesend Reach to Woolwich or Blackwall	–	–		–	13	32	13	9	51	114	17	9
From Gravesend Reach to Moorings, London Docks, City Canal, or St. Katherine's Docks.	1	2	8	6	764	1,351	2	3	115	272	17	6
From Gravesend Reach to Erith	–	–		–	–	–		–	4	5	2	6
From Long Reach and Greenhithe to Blackwall	–	–		–	–	–		–	–	–		–
From Lemon or Dudgeon Parallel to Gravesend	–	–		–	–	–		–	–	–		–
From Smith's Knowl, Yarmouth, and Lowestoft to Gravesend.	–	–		–	–	–		–	4	43	10	–
From Southwold to Gravesend	–	–		–	–	–		–	3	30	5	6
From Lowestoft to Sheerness	–	–		–	–	–		–	–	–		–
From Southwold to Sheerness	–	–		–	–	–		–	–	–		–
From Lowestoft to Nore	–	–		–	–	–		–	–	–		–
From Southwold to Nore	–	–		–	–	–		–	–	–		–
From Southwold to London	–	–		–	–	–		–	–	–		–
From Nore to Gravesend	–	–		–	–	–		–	–	–		–
From Orfordness and Downs to Sheerness, Stangate Creek, and Blackstakes.	–	–		–	–	–		–	4	21	18	–
From Southwold to Eastness	–	–		–	–	–		–	–	–		–
From Dungeness to Sheerness	–	–		–	–	–		–	–	–		–
From off Dungeness to Gravesend Reach	1	8	1	–	7	52	17	3	367	3,450	13	–
From off Dover and Folkestone to Gravesend Reach.	3	24	19	–	5	33	4	6	107	910	18	10
From Downs to Ramsgate Harbour	–	–		–	–	–		–	2	5	17	6
From Downs to Dover Harbour	–	–		–	1	3	10	–	–	–		–
Lay Days, Docking, Shifting Berth, &c.	–	–		–	–	–		–	62	124	17	–
Shipping Money for putting Pilots on Board:												
Ships. £. s. d.												
British Coasters - 26 - 43 4 –												
British Oversea - 2,869 - 5,053 18 6												
Foreign Vessels - 2,516 - 4,135 12 –	–	–		–	–	–		–	–	–		–
5,411 £. 9,232 14 6												
TOTAL	–	84	12	9	–	1,583	9	10	–	6,362	18	4

VESSELS CHANGING AT GRAVESEND

	Number of Vessels.
Amount paid by Vessels which have to take or pay for two or more Pilots	5,296 5,539

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—*continued.*

Into and Out of the Port of *London*, in 1863.

(1.)—INWARDS.

BRITISH VESSELS.				FOREIGN VESSELS.				TOTALS.	
OVERSEA.									
Towed by Steam.		Not Towed by Steam.		Towed by Steam.					
No.	Amount.	No.	Amount.	No.	Amount.			No.	Amount.
	£. s. d.		£. s. d.		£. s. d.				£. s. d.
- -	- - -	3	16 13 –	–	- - -			3	16 13 –
269	2,025 8 7	595	4,747 18 4	329	2,204 4 7			1,418	10,501 14 3
1	22 – 4	–	- - -	–	- - -			1	22 – 4
3	7 16 –	2	3 1 –	12	43 13 5			23	71 14 9
1,141	3,479 6 2	259	627 1 –	342	1,050 12 9			1,806	5,304 11 5
2,422	6,316 4 4	781	2,738 1 8	1,526	4,965 19 11			5,609	15,646 14 2
- -	- - -	–	- - -	–	- - -			4	5 2 6
- -	- - -	2	5 – 6	4	20 3 6			6	25 4 –
- -	- - -	5	79 9 5	1	10 17 3			6	90 6 8
6	60 18 –	409	5,018 6 5	83	946 11 7			502	6,069 6 –
2	15 1 6	298	3,190 13 5	56	563 10 5			359	3,799 10 10
- -	- - -	1	12 10 –	–	- - -			1	12 10 –
- -	- - -	1	9 19 6	–	- - -			1	9 19 6
- -	- - -	2	28 18 –	–	- - -			2	28 18 –
- -	- - -	1	7 19 –	–	- - -			1	7 19 –
- -	- - -	1	13 1 6	–	- - -			1	13 1 6
- -	- - -	2	7 1 6	–	- - -			2	7 1 6
1	10 7 4	2	10 1 –	1	10 12 8			8	52 19 –
- -	- - -	2	7 16 –	–	- - -			2	7 16 –
1	10 4 6	–	- - -	–	- - -			1	10 4 6
1,800	19,493 12 2	143	1,442 5 10	601	7,152 3 3			2,919	31,599 12 6
229	2,248 10 11	56	512 9 9	96	1,026 13 8			496	4,756 16 8
- -	- - -	3	8 – –	1	5 8 –			6	19 5 6
2	8 1 –	–	- - -	1	3 12 6			4	15 3 6
6	22 5 6	33	65 18 1	8	49 10 –			109	262 10 7
									78,356 15 8
- -	- - -	–	- - -	–	- - -			–	9,232 14 6
- -	33,719 16 4	–	18,552 4 11	–	18,053 13 6			–	87,589 10 2

- - - - - - - - - Vessels Changing at Gravesend.

AMOUNT.		
For Pilotage below Gravesend.	For Pilotage above Gravesend.	TOTAL.
£. s. d.	£. s. d.	£. s. d.
54,592 16 10	- - - -	—
- - - -	17,915 6 2	

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—*continued.*

(2.)—OUTWARDS.

DISTANCES FOR WHICH PILOTED.	BRITISH VESSELS.							
	COASTERS.						OVERSEA.	
	Not Towed by Steam.			Towed by Steam.			Not Towed by Steam.	
	No.	Amount.		No.	Amount.		No.	Amount.
		£. s. d.			£. s. d.			£. s. d.
From Gravesend and Chatham to Sea or Downs	12	86 10 4		25	156 10 6		191	1,396 15 3
From Long Reach or Greenhithe to Sea or Downs.	–	–		–	–		–	–
From Erith to Sea or Downs	1	6 4 –		1	6 7 –		–	–
From Woolwich and Blackwall to Sea or Downs	–	–		13	97 10 9		7	60 5 9
From Moorings, London Docks, City Canal, &c., to Sea or Downs.	1	6 – 11		19	166 16 –		6	48 17 8
From Gravesend to Dungeness	–	–		–	–		1	10 – –
From Blackwall to Dungeness	–	–		–	–		1	12 19 5
From London Docks, City Canal, &c. to Dungeness.	–	–		–	–		–	–
From Gravesend to Dover	–	–		–	–		–	–
From Blackwall to Dover	–	–		–	–		–	–
From London Docks to Dover	–	–		–	–		–	–
From London Docks to Beachy Head	–	–		–	–		–	–
From Gravesend to Isle of Wight	–	–		1	14 13 –		13	267 6 7
From Blackwall to Isle of Wight	–	–		–	–		1	21 17 2
From London Docks, City Canal, &c., to Isle of Wight.	–	–		1	12 – –		1	18 15 6
From Gravesend to Start	–	–		–	–		–	–
From Blackwall to Start	–	–		–	–		–	–
From London, &c., to Start	–	–		–	–		–	–
From Gravesend to Plymouth	–	–		–	–		–	–
From Blackwall to Plymouth	–	–		–	–		–	–
From Blackwall to Falmouth	–	–		–	–		–	–
From London, &c., to Falmouth	–	–		–	–		–	–
From London, &c., to Nore	–	–		–	–		–	–
From London to Erith	–	–		–	–		–	–
From London to Long Reach	–	–		–	–		–	–
From Long Reach to Gravesend	–	–		3	10 12 –		1	1 10 –
From Erith to Gravesend	–	–		–	–		6	11 17 6
From Blackwall to Gravesend	2	4 14 –		22	49 11 5		11	32 – 9
Moorings, London Docks, City Canal, &c. to Gravesend.	1	1 8 6		771	1,341 6 –		8	23 19 6
Distance Money	–	–		–	–		3	49 18 –
TOTAL	–	104 17 9		–	1,855 6 8		–	1,956 3 1

VESSELS CHANGING AT GRAVESEND.

	Number of Vessels.
Amount paid by Vessels which have to take or pay for two or more Pilots	1,408 1,653

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—*continued.*

- - - - - - - - - - (2.)—OUTWARDS.

BRITISH VESSELS. OVERSEA. Towed by Steam.		FOREIGN VESSELS. Not Towed by Steam.		FOREIGN VESSELS. Towed by Steam.		TOTALS.	
No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
	£. s. d.		£. s. d.		£. s. d.		£. s. d.
302	2,421 - 7	789	5,103 10 8	408	2,486 16 10	1,727	11,651 4 2
5	46 16 9	1	9 5 7	3	23 8 10	9	79 11 2
3	19 7 -	16	118 19 -	4	33 6 -	25	184 3 -
487	4,972 5 -	22	213 19 -	83	784 5 4	612	6,128 5 10
655	6,077 6 10	78	748 5 9	379	3,098 18 11	1,138	10,146 6 1
1	15 9 3	5	53 12 -	1	9 9 1	8	88 10 4
3	52 19 8	7	106 5 9	7	91 13 6	18	263 18 4
1	29 5 8	-	- - -	1	29 6 -	2	58 11 8
2	22 3 3	1	3 17 2	2	14 1 3	5	40 1 8
2	19 11 3	-	- - -	-	- - -	2	19 11 3
1	9 4 -	-	- - -	-	- - -	1	9 4 -
1	22 4 4	-	- - -	-	- - -	1	22 4 4
32	634 7 2	1	357 6 -	8	141 5 6	71	1,414 18 3
153	3,640 18 7	7	- - -	13	237 9 5	167	3,900 5 2
55	1,258 2 -	-	- - -	44	1,064 10 3	101	2,353 7 9
6	157 - 6	-	- - -	-	- - -	6	157 - 6
36	1,647 17 2	-	- - -	-	- - -	36	1,647 17 2
3	89 9 6	-	- - -	-	- - -	3	89 9 6
2	51 16 11	-	- - -	1	27 2 4	3	78 19 3
9	289 5 6	-	- - -	-	- - -	9	289 5 6
3	85 3 10	-	- - -	1	25 - -	4	110 3 10
2	22 18 3	-	- - -	-	- - -	2	22 18 3
1	4 12 -	2	4 15 -	-	- - -	3	9 7 -
1	1 13 3	-	- - -	-	- - -	1	1 13 3
- -	- - -	-	- - -	1	1 13 9	1	1 13 9
2	2 5 -	28	33 12 -	6	24 4 6	40	72 3 6
3	4 9 -	157	299 15 6	8	12 15 6	174	328 17 6
201	601 10 9	39	83 19 3	115	248 12 5	390	1,020 8 7
835	1,540 14 8	129	326 8 9	622	1,290 18 -	2,366	4,524 15 5
2	55 6 11	3	31 14 -	2	20 1 6	10	157 - 5
- -	23,795 4 7	-	7,495 5 5	-	9,664 18 11	-	44,871 16 5

- - - - - - - - - - VESSELS CHANGING AT GRAVESEND.

AMOUNT. For Pilotage above Gravesend.			AMOUNT. For Pilotage below Gravesend.			TOTAL.		
£.	s.	d.	£.	s.	d.	£.	s.	d.
3,208	6	1	-	-	-	—		
-	-	-	12,232	8	7			

Note.—In this Return the number of vessels (both Inward and Outward) has not been totalled, because in very many instances pilotage service has been rendered to the same vessel for more than one of the distances specified and provided for in the scale of rates.

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—*continued.*

OUTPORT DISTRICTS.

General Remark.—In the following classified returns of the amounts received for Pilotage at the Trinity House Outports, the Number of Vessels has not, in all cases, been totalled, because in many instances Pilotage Service has been rendered to the same Vessel for more than one of the Distances specified, and provided for in the Scale of Rates.

ABERDOVEY.

NAMES of PILOTS.

Lewis Lewis - - - - -	aged 43	*Limits of License.*—From two miles beyond the outside of the Bar off the entrance of the River Dovey up the said river to Aberdovey, and *vice versâ.*
Thomas Jones - - - -	33	

RATES.

The Rates of Pilotage are the same as printed at p. 10 of Parl. Paper, No. 264, of 1863.

AMOUNT received for PILOTAGE of VESSELS in 1863.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.						FOREIGN VESSELS.		TOTALS.	
	COASTERS.				OVERSEA.					
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Not Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Sea to Harbour - -	98	58 - 6	2	1 9 -	5	16 12 -	5	26 7 -	110	102 8 6

(2.)—OUTWARDS.

From Harbour to Sea - -	134	68 15 -	2	1 5 3	5	9 4 -	4	4 12 -	145	83 16 3

BEAUMARIS.

NAMES of PILOTS.

Humphrey Jones -	aged 56	*Limits of License.*—From Bangor to a line drawn from Great Orm's Head to Point Lynas, and *vice versâ*; and to and from and into and out of all ports and places within those limits.
*William Jones -	55	
John Williams -	39	
Owen Roberts -	37	
Robert Roberts -	32	

John Jones - -	aged 48	*Limits of License.*—From Port Dinorwic or Moel-y-don through the Swellies to Cadnunt, and *vice versâ*; and into and out of all ports and places within those limits.
John Edwards - -	62	
John Roberts - -	47	
Hugh Jones - -	71	
Thomas Jones - -	40	
Solomon Hughes -	30	
William Roberts -	38	
William Hughes -	34	
William Edwards -	24	
William Jones -	31	

RATES.

The Rates of Pilotage are the same as printed at p. 11 of Parl. Paper, No. 264, of 1863.

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—BEAUMARIS—*continued.*

AMOUNT received for PILOTAGE of VESSELS in 1863.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS. COASTERS. Not Towed by Steam. No.	Amount. £. s. d.	Towed by Steam. No.	Amount. £. s. d.	OVERSEA. Not Towed by Steam. No.	Amount. £. s. d.	Towed by Steam. No.	Amount. £. s. d.	FOREIGN VESSELS. Not Towed by Steam. No.	Amount. £. s. d.	Towed by Steam. No.	Amount. £. s. d.	TOTALS. No.	Amount. £. s. d.
From Sea (outside the Sound) to Beaumaris Bay, Conway and Bangor.	4	4 – –	29	18 6 6	11	32 2 –	15	55 13 9	3	5 9 6	2	5 3 6	64	120 15 3
From Sea (inside the Sound) to Beaumaris Bay, Conway and Bangor.	5	5 1 –	2	3 17 3	2	6 1 –	1	2 5 –	–	– – –	–	– – –	10	17 4 3
From Port Dinorwic to Cadnant.	505	136 – 3	2	– 10 –	–	– – –	1	– 9 –	1	1 7 6	–	– – –	509	138 6 9
From Caernarvon to Cadnant.	–	– – –	3	1 12 –	–	– – –	1	– 10 –	–	– – –	–	– – –	4	2 2 –
Distance Money –	2	15 – –	–	– – –	–	– – –	–	– – –	–	– – –	–	– – –	2	15 – –
TOTAL – – –	–	160 1 3	–	24 5 9	–	38 3 –	–	58 17 9	–	6 17 –	–	5 3 6	589	293 8 3

(2.)—OUTWARDS.

From Beaumaris Bay, Conway and Bangor, to Sea.	1	– 13 6	28	16 17 9	8	16 6 6	6	10 16 1	3	6 4 3	1	1 17 9	47	52 15 10
From Cadnant to Port Dinorwic.	637	166 11 6	9	3 3 3	–	– – –	1	– 12 9	–	– – –	–	– – –	647	170 7 6
From Cadnant to Caernarvon.	3	1 18 –	5	1 19 –	–	– – –	1	1 7 6	–	– – –	–	– – –	9	5 4 6
TOTAL – – –	–	169 3 –	–	22 – –	–	16 6 6	–	12 16 4	–	6 4 3	–	1 17 9	703	228 7 10

BRIDGWATER.

NAMES of PILOTS.

Charles Bale	aged 64	John Griffith	aged 39
Arthur Cox	63	Henry Press	34
Robert Cridland	62	Thomas Griffiths	34
Thomas Lee	62	Thomas Lee, jun.	34
Edwin Press	42	Benjamin Griffiths	36
James Press, sen.	68	Henry Came	32
John Winslade	64	William Hobbs	27
George Lewis	42		

Limits of License.—Within so much of the Bay of Bridgwater and the River Parrott as is coloured blue on a map of the said bay and river, authenticated by the signature of H. Broadwood, Esq., M.P., and deposited at the office of the town clerk of Bridgwater.

RATES.

The Rates of Pilotage are the same as printed at p. 12 of Parl. Paper, No. 264, of 1863.

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—BRIDGWATER—*continued.*

AMOUNT received for PILOTAGE of VESSELS in 1863.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.				TOTALS.	
	COASTERS.				OVERSEA.									
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Limits or Gore to Highbridge.	4	3 16 6	1	– 15 –	–	– – –	–	– – –	–	– – –	–	– – –	5	4 11 6
From Limits or Gore to Combwich.	2	1 4 6	1	3 – 9	–	– – –	6	18 13 –	3	10 15 3	3	5 10 3	15	39 3 9
From Limits or Gore to Burnham.	–	– – –	1	– 11 3	–	– – –	–	– – –	1	3 6 –	–	– – –	2	3 17 3
From Limits or Gore to Dunball.	3	2 4 6	–	– – –	–	– – –	–	– – –	–	– – –	–	– – –	3	2 4 6
From Limits or Gore to Bridgwater.	51	28 8 –	29	23 3 2	2	2 3 3	16	22 11 10	5	7 16 9	14	19 15 4	117	103 18 4
From Burnham to Dunball.	37	10 14 –	1	– 6 6	–	– – –	–	– – –	–	– – –	–	– – –	38	11 – 6
From Burnham to Highbridge.	7	3 9 6	–	– – –	–	– – –	–	– – –	–	– – –	–	– – –	7	3 9 6
From Burnham to Bridgwater.	1,040	305 17 7	308	77 6 5	–	– – –	–	– – –	–	– – –	–	– – –	1,348	383 4 –
From Dunball to Bridgwater.	6	1 15 –	3	– 12 5	–	– – –	–	– – –	–	– – –	–	– – –	9	2 7 5
Lay Days, Tide Work, &c.	2	1 5 –	–	– – –	1	2 15 –	–	– – –	–	– – –	–	– – –	3	4 – –
TOTAL - - -	–	358 14 7	–	105 15 6	–	4 18 3	–	41 4 10	–	21 18 –	–	25 5 7	1,547	557 16 9

(2.)—OUTWARDS.

From Bridgwater to Pawlett.	5	1 17 –	2	– 9 9	–	– – –	–	– – –	–	– – –	–	– – –	7	2 6 9
From Bridgwater to Dunball.	1	– 5 6	–	– – –	–	– – –	–	– – –	–	– – –	–	– – –	1	– 5 6
From Bridgwater to Burnham.	221	68 11 4	140	37 7 5	–	– – –	–	– – –	–	– – –	–	– – –	361	105 18 9
From Bridgwater to Limits or Gore.	15	10 16 –	19	18 15 6	1	1 – –	4	8 18 6	6	6 14 2	11	17 5 2	56	63 9 4
From Dunball to Burnham.	6	2 – 6	2	– 10 6	–	– – –	–	– – –	–	– – –	–	– – –	8	2 11 –
From Highbridge to Burnham.	4	2 9 6	–	– – –	–	– – –	–	– – –	–	– – –	–	– – –	4	2 9 6
From Pawlett to Burnham.	5	1 12 6	2	– 9 10	–	– – –	–	– – –	–	– – –	–	– – –	7	2 2 4
From Burnham to Limits or Gore.	2	2 19 –	1	– 11 3	1	– 8 6	–	– – –	1	3 6 –	–	– – –	5	7 4 9
From Combwich to Limits or Gore.	2	1 5 –	2	6 1 6	–	– – –	3	9 2 2	6	18 3 9	2	6 1 6	15	40 13 11
From Dunball to Limits or Gore.	3	1 8 –	–	– – –	–	– – –	–	– – –	–	– – –	–	– – –	3	1 8 –
From Highbridge to Limits.	1	– 12 6	1	1 4 6	–	– – –	–	– – –	–	– – –	–	– – –	2	1 17 –
TOTAL - - -	–	93 16 10	–	65 10 3	–	1 8 6	–	18 – 8	–	28 3 11	–	23 6 8	469	230 6 10

BRIDPORT.

NAMES of PILOTS.

John Pester - - - -	aged 57	*Limits of License.*—From Sea into the Harbour of Bridport, and from the said Harbour to Sea.
Thomas Cole - - - - -	37	
John Manuel - - - - -	62	
Edward S. Boucher - - - -	34	

RATES.

The Rates of Pilotage are the same as printed at p. 13 of Parl. Paper, No. 264, of 1863.

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—BRIDPORT—*continued.*

AMOUNT received for PILOTAGE of VESSELS in 1863.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.				FOREIGN VESSELS.		TOTALS.	
	COASTERS.		OVERSEA.					
	Not Towed by Steam.		Not Towed by Steam.		Not Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.
om Sea to Harbour - - -	83	43 14 6	9	14 2 6	5	7 9 –	97	65 6 –
(2.)- OUTWARDS.								
om Harbour to Sea - - -	81	28 7 3	3	3 15 6	3	3 – 6	87	35 3 3

CAERNARVON.

NAMES of PILOTS.

ugh Williams - -	aged 56	Griffith Griffiths - -	aged 70
ohn Jones - - - -	52	Mark Jones - - - -	41
ugh Jones - - - -	50	John Jones - - - -	39
illiam Jones - - -	41	Hugh Jones - - - -	23

Limits of License.—From the Outermost Buoy on the Bar of Caernarvon to Port Dinorwic, or Moel-y-don, and *vice versâ*, and into and out of all ports and places within those limits.

RATES.

The Rates of Pilotage are the same as printed at p. 14 of Parl. Paper, No. 264, of 1863.

AMOUNT received for PILOTAGE of VESSELS in 1863.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.				TOTALS.	
	COASTERS.				OVERSEA.									
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
om Outer Buoy or Bar o Caernarvon.	37	20 14 –	1	– 9 –	2	1 12 –	–	– – –	1	2 5 –	–	– – –	41	25 – –
om Port Dinorwic to Outer Buoy or Bar.	30	34 14 –	–	– – –	4	3 4 –	3	1 3 3	–	– – –	–	– – –	37	39 1 3
om Port Dinorwic to Caernarvon.	1	– 5 –	–	– – –	–	– – –	1	– 6 9	1	– 5 –	–	– – –	3	– 16 9
y Days and Attendance.	1	1 2 6	–	– – –	2	1 5 –	–	– – –	–	– – –	–	– – –	3	2 7 6
TOTAL - - -	–	56 15 6	–	– 9 –	–	6 1 –	–	1 10 –	–	2 10 –	–	– – –	–	67 5 6
(2.)—OUTWARDS.														
om Caernarvon to Bar or Outer Buoy.	165	120 7 –	4	2 8 3	7	6 1 6	2	2 15 3	2	1 3 –	1	– 12 9	181	133 7 9
om Caernarvon to Port Dinorwic.	5	1 2 –	1	– 5 –	–	– – –	–	– – –	1	– 5 –	–	– – –	7	1 12 –
om Outer Buoy or Bar o Port Dinorwic.	25	18 13 –	–	– – –	–	– – –	–	– – –	–	– – –	–	– – –	25	18 13 –
TOTAL - - -	–	140 2 –	–	2 13 3	–	6 1 6	–	2 15 3	–	1 8 –	–	– 12 9	–	153 12 9

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—*continued.*

CARLISLE.

NAME of PILOT.

George Rule - - - - - aged 46 { *Limits of License.*—For the English Channel of the Solway Firth between the Anchorage Ground off the Harbour of Maryport and the Entrance of the Carlisle Canal from the Frith.

RATES.

The Rates of Pilotage are the same as printed at page 15 of Parl. Paper, No. 264, of 1863.

AMOUNT received for PILOTAGE of VESSELS in 1863.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.				TOTALS.	
	COASTERS.				OVERSEA.									
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Maryport to Silloth -	5	4 5 9	1	- 10 6	3	3 13 6	-	- -	10	12 9 2	1	- 19 6	20	21 18 5
From Maryport to Annan -	4	6 11 3	-	- -	-	- -	-	- -	1	1 15 -	-	- -	5	8 6 3
From Maryport to Carlisle -	2	2 16 -	-	- -	-	- -	-	- -	-	- -	-	- -	2	2 16 -
From Silloth Roads to Silloth Dock.	-	- -	-	- -	1	- 11 1	-	- -	-	- -	-	- -	1	- 11 1
TOTAL - - -	-	13 13 -	-	- 10 6	-	4 4 7	-	- -	-	14 4 2	-	- 19 6	28	33 11 9

(2.)—OUTWARDS.

From Silloth to Maryport -	1	1 1 -	-	- -	-	- -	1	- 17 -	3	3 4 11	-	- -	5	5 2 11
From Annan to Maryport -	1	1 8 -	-	- -	-	- -	1	1 11 -	-	- -	-	- -	2	2 19 -
From Port Carlisle to Silloth -	1	- 14 -	-	- -	-	- -	-	- -	-	- -	-	- -	1	- 14 -
TOTAL - - -	-	3 3 -	-	- -	-	- -	-	2 8 -	-	3 4 11	-	- -	8	8 15 11

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—*continued.*

COLCHESTER.

NAMES of PILOTS.

John Howard	aged 50	*Limits of License.*—From a line drawn from the Naze Tower to the Buoy of the Gunfleet up the Colne River to Colchester.
Richard W. Ham	48	
George Harvey	31	
Stephen Harvey	34	

RATES.

The Rates of Pilotage are the same as printed at p. 16 of Parl. Paper, No. 264, of 1863.

AMOUNT received for PILOTAGE of VESSELS in 1863.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.				FOREIGN VESSELS.		TOTALS.	
	COASTERS.		OVERSEA.					
	Not Towed by Steam.				Not Towed by Steam.			
	No.	Amount.			No.	Amount.	No.	Amount.
		£. s. d.				£. s. d.		£. s. d.
From Pyefleet to Wivenhoe	43	32 13 3	nil		3	3 1 –	46	35 14 3
From Pyefleet to Colchester	8	9 8 6	–		5	7 15 11	13	17 4 5
From Eastness to Wivenhoe	–	–	–		2	4 19 10	2	4 19 10
From Colne Point or Bar to Naldan Island.	–	–	–		1	1 2 6	1	1 2 6
From Wivenhoe to Colchester	1	– 12 –	–		–	–	1	– 12 –
TOTAL	–	42 13 9	–		–	16 19 3	63	59 13 –

(2.)—OUTWARDS.

From Wivenhoe to Pyefleet	28	25 9 11	nil		1	– 17 11	29	26 7 10
From Colchester to Pyefleet	2	2 6 6	–		4	4 4 10	6	6 11 4
From Pyefleet to Gunfleet Buoy	–	–	–		1	1 13 –	1	1 13 –
From Wivenhoe to Sunk	–	–	–		1	3 – –	1	3 – –
From Wivenhoe to Eastness	–	–	–		1	1 14 11	1	1 14 11
From Colchester to Eastness	1	1 3 –	–		–	–	1	1 3 –
From Colchester to Wivenhoe	1	– 12 –	–		–	–	1	– 12 –
From Wivenhoe to Harwich	1	2 5 –	–		–	–	1	2 5 –
TOTAL	–	31 16 5	–		–	11 10 8	–	43 7 1

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—*continued.*

COWES AND PORTSMOUTH DISTRICTS.

COWES.

NAMES of PILOTS.

*Daniel Corke	aged 71	Charles D. Harvey	aged 36
*George Greenham	70	James Osmond	32
Robert Hookey	70	John Steward	50
William Love	64	Charles Bright, jun.	39
*John Wallis	69	Alfred R. Caws	33
George Greenham, jun.	43	Daniel Corke, jun.	39
James Matthews	66	Nicholas Love	32
James W. Andrew	49	Albert Caws	48
Robert Newman	27	Josiah A. Caws	40
Jonas Denham	54	Samuel Matthews	34
Henry Page	50	Edward W. Webb	43
Robert Caws Greenham	40	William Webb	53
George Henry Wakeley	36	James Webb	51
Alfred J. Newman	36	Edward H. Osborne	34
Charles Dyer	40	Thomas Keates	32
Albert Davis	37	John Weam	27
Charles Bright	61	James Corke	69
George H. Keates	33	Frederick Caws	48
Edward F. Love	37	Richard Denham	43

Limits of License.—To and from the Owe eastward without the Isle of Wight to Pev westward; to and from those limits to all pla and ports within the Isle of Wight; and in out of St. Helen's, Spithead, Portsmouth H bour, Stokes Bay, Motherbank, Southamp Water, Cowes Roads and Harbour, Yarmou Lymington, the Needles, and Christchurch; a to and from each of those ports and places.

Jacob Long	aged 47
Cornelius Underwood	64
George Warder	54

Limits of License.—From St. Helen's, within the Isle of Wight, to three miles outside or to seaward of the Needles Rocks, and to and from and into and out of all ports and places within those limits.

William Dempster Murray	aged 61
Henry Alston	46

Limits of License.—From the Solent to Lymington and *vice versâ*, and from St. Helen's within the Isle of Wight to the Needles, and to and from and into and out of all ports and places within those limits.

Those marked thus * are further licensed from the Meridian of the Start.

PORTSMOUTH.

NAMES of PILOTS.

*James Cook	aged 57	Joseph Harding	aged 40
Daniel Morgan	63	William Henry Barron	49
Walter Caws	57	George Austin	48
Anthony Thomas Davis	48	John Coote, junior	48
David Newman	64	Henry Caws	58
Robert H. Sweetman	54	Edmund P. Caws	56
*John Main	53	John Gawn	35
*Henry Gill	57	Silas H. Caws	51
Ashford Caws	55	W. Coote	40
Joseph Burnett	52	Thomas Buxey	46
*John Jones	68	Henry Knapp	34
James George Gill	57	Jesse Proctor	40
James Greenham	55	Edward Main	36
Charles Weam	55	William Main	34
George Chissell Caws	52	George J. Main	33
Emanuel Wade	58	Richard Craft	53
Thomas Cook	55	George Coote	34

Limits of License.—To and from the Ower eastward without the Isle of Wight to Pever westward; to and from those limits to all place and ports within the Isle of Wight, except th Harbours of Chichester and Langstone; and i and out of St. Helen's, Spithead, Portsmout Harbour, Stokes Bay, Motherbank, Southampto Water, Cowes Roads and Harbour, Yarmouth Lymington, and the Needles; and to and fro each of those ports and places.

Joseph Clark	aged 53	George Miller	aged 39
William Miller	—	John Barter	38
Alfred Turner	47		
John Miller	54	James Cribb	37

Limits of License.—To and from the Ower eastward within the Isle of Wight to Spithea and into the Harbours of Chichester and Lang stone.

Those marked thus * are further licensed to take charge of any of Her Majesty's ships in the English channel from the Isle of Wight to Plymouth Sound and from the Isle of Wight to the Downs.

RATES.

The Rates of Pilotage are the same as printed at p. 18 of Parl. Paper, No. 264, of 1863.

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—COWES AND PORTSMOUTH—*continued.*

AMOUNT received for PILOTAGE of VESSELS at the Ports of Cowes and Portsmouth in 1863.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS. COASTERS. Not Towed by Steam. No.	Amount. £. s. d.	Towed by Steam. No.	Amount. £. s. d.	BRITISH VESSELS. OVERSEA. Not Towed by Steam. No.	Amount. £. s. d.	Towed by Steam. No.	Amount. £. s. d.	FOREIGN VESSELS. Not Towed by Steam. No.	Amount. £. s. d.	Towed by Steam. No.	Amount. £. s. d.	TOTALS. No.	Amount. £. s. d.
Sea to Portsmouth Harbour	3	9 19 10	5	17 17 –	26	136 13 –	2	14 4 –	32	133 11 2	–	– – –	68	312 5 –
Sea to Spithead - -	11	70 1 –	5	30 16 –	55	210 – –	8	16 2 –	29	94 8 3	24	94 16 –	132	516 3 3
Spithead to Portsmouth Harbour.	30	24 14 8	2	5 – –	19	18 16 –	7	13 12 8	6	6 5 –	2	4 3 –	66	72 11 4
Sea to Stokes Bay - -	–	– – –	11	36 14 –	4	17 15 –	3	14 6 –	7	18 15 –	–	– – –	25	87 10 –
Sea to Motherbank -	–	– – –	–	– – –	29	100 12 4	–	– – –	102	301 7 1	5	15 13 6	136	417 12 11
Sea to Cowes - -	–	– – –	7	36 – –	16	56 – 4	2	16 1 –	82	292 8 2	57	230 6 3	164	630 15 9
Sea to Leap - - -	–	– – –	1	2 12 6	18	63 6 6	44	172 19 11	10	49 2 –	1	4 1 –	74	292 1 11
Sea to St. Helen's - -	–	– – –	2	5 12 6	8	12 14 3	–	– – –	11	21 9 1	–	– – –	21	39 15 10
Sea to Brambles - -	–	– – –	–	– – –	–	– – –	1	3 14 4	5	15 17 6	–	– – –	6	19 11 10
Sea to Calshot - -	–	– – –	–	– – –	–	– – –	–	– – –	2	6 3 –	–	– – –	2	6 3 –
Sea to Eagle Hurst -	–	– – –	–	– – –	1	3 10 –	1	4 1 –	–	– – –	–	– – –	2	7 11 –
St. Helen's to Motherbank	–	– – –	–	– – –	4	6 7 –	1	– 18 9	–	– – –	–	– – –	5	7 5 9
St. Helen's to Portsmouth	–	– – –	–	– – –	2	4 16 6	–	– – –	–	– – –	1	2 17 –	3	7 13 6
Nab to Portsmouth -	–	– – –	–	– – –	3	12 6 –	–	– – –	–	– – –	–	– – –	3	12 6 –
Sea to Yarmouth Roads -	–	– – –	–	– – –	1	1 10 –	–	– – –	–	– – –	1	1 8 1	2	2 18 1
Jack in the Basket to Lymington.	19	22 5 –	–	– – –	–	– – –	–	– – –	–	– – –	–	– – –	19	22 5 –
Cowes Roads to Cowes Harbour.	–	– – –	–	– – –	3	2 10 2	–	– – –	10	7 16 4	–	– – –	13	10 6 6
Sea to Chichester and Langstone Harbour.	70	81 2 11	–	– – –	–	– – –	–	– – –	–	– – –	–	– – –	70	81 2 11
Sporting within Portsmouth Harbour.	1	– 10 6	–	– – –	5	4 16 6	–	– – –	10	17 9 6	–	– – –	16	22 16 6
Days, Tide Work, &c. -	1	– 10 6	–	– – –	8	9 7 6	–	– – –	15	21 1 6	–	– – –	24	30 19 6
Ance Money - - -	–	– – –	–	– – –	2	5 – –	–	– – –	11	19 16 –	–	– – –	13	24 16 –
TOTAL - - -	–	209 4 5	–	134 12 –	–	666 1 1	–	255 19 8	–	1,005 9 7	–	353 4 10	–	2,624 11 7

VESSELS CHANGING at a Line drawn from Eagle Hurst Point to North-west Bramble Buoy.

	No. of Vessels.	For Pilotage below the Line. £. s. d.
Amount paid by Vessels which have to take or pay for two or more Pilots - - -	26	99 8 1

(2.)—OUTWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS. COASTERS. Not Towed by Steam. No.	Amount. £. s. d.	Towed by Steam. No.	Amount. £. s. d.	BRITISH VESSELS. OVERSEA. Not Towed by Steam. No.	Amount. £. s. d.	Towed by Steam. No.	Amount. £. s. d.	FOREIGN VESSELS. Not Towed by Steam. No.	Amount. £. s. d.	Towed by Steam. No.	Amount. £. s. d.	TOTALS. No.	Amount. £. s. d.
Portsmouth to Sea - -	2	6 13 11	4	14 8 9	22	116 7 7	2	13 3 –	21	77 11 11	8	24 15 9	59	253 – 11
Spithead to Sea - -	4	24 10 –	–	– – –	34	151 13 –	9	26 12 –	5	15 – –	–	– – –	52	217 15 –
Motherbank to Sea -	–	– – –	–	– – –	27	94 4 7	–	– – –	67	187 2 4	2	10 7 –	96	291 13 11
Cowes to Sea - - -	–	– – –	6	36 – –	6	23 17 –	4	19 5 –	58	219 8 10	40	155 5 –	114	453 15 10
St. Helen's to Sea - -	–	– – –	–	– – –	7	12 3 8	–	– – –	6	13 16 3	–	– – –	13	25 19 11
Yarmouth Roads to Sea -	–	– – –	–	– – –	1	1 1 –	–	– – –	–	– – –	1	1 6 3	2	2 7 3
Lymington to Sea - -	–	– – –	–	– – –	–	– – –	–	– – –	2	3 5 3	–	– – –	2	3 5 3
Portsmouth Harbour to Spithead.	2	– 18 –	4	7 7 1	5	7 – –	6	10 3 6	9	7 6 –	1	2 2 9	27	34 17 4
Stokes Bay to Sea - -	–	– – –	2	5 4 –	–	– – –	–	– – –	–	– – –	–	– – –	2	5 4 –
Lymington to Jack in the Basket.	13	16 6 1	–	– – –	–	– – –	–	– – –	–	– – –	–	– – –	13	16 6 1
Cowes Harbour to Cowes Roads.	1	– 18 –	2	1 – 3	–	– – –	–	– – –	7	6 18 9	–	– – –	10	8 17 –
Isle of Wight to Start -	–	– – –	–	– – –	1	10 – –	–	– – –	–	– – –	–	– – –	1	10 – –
Motherbank to St. Helen's	–	– – –	–	– – –	1	1 12 6	–	– – –	–	– – –	–	– – –	1	1 12 6
Chichester and Langstone Harbour to Sea.	56	36 19 –	–	– – –	–	– – –	–	– – –	–	– – –	–	– – –	56	36 19 –
Ance Money - - -	–	– – –	–	– – –	2	9 9 –	–	– – –	–	– – –	–	– – –	2	9 9 –
TOTAL - - -	–	86 5 –	–	64 – 1	–	427 8 4	–	69 3 6	–	530 9 4	–	193 16 9	–	1,371 3 –

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—*continued.*

DARTMOUTH.

NAMES of PILOTS.

Richard Benson	aged 72	Jeffrey Saunders	aged 34
Robert Kerswill	66	Reuben Kerswell	38
Benjamin Dyer	39	William Lavers	41
John W. Andrew	43	William Palfrey	39
George Knight, jun.	41	Richard H. Benson	36

Limits of License.—From Bob's Nose Bolt Head, and from the Bolt Head to Nose, and to and from and into and out ports and places within those limits.

RATES.

The Rates of Pilotage are the same as printed at p. 21 of Parl. Paper, No. 264, of 1863.

AMOUNT received for PILOTAGE of VESSELS in 1863.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS. COASTERS. Not Towed by Steam. No.	Amount.	Towed by Steam. No.	Amount.	OVERSEA. Not Towed by Steam. No.	Amount.	Towed by Steam. No.	Amount.	FOREIGN VESSELS. Not Towed by Steam. No.	Amount.	Towed by Steam. No.	Amount.	TOTALS. No.	Amou
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s
From Sea to Harbour of Dartmouth.	7	7 17 6	3	5 5 3	29	70 4 –	13	23 – 5	32	72 10 9	20	32 – 9	104	210 1
From Sea to Torbay -	–	- -	–	- -	1	2 16 –	–	- -	–	- -	–	- -	1	2 1
TOTAL - - -	–	7 17 6	–	5 5 3	–	73 – –	–	23 – 5	–	72 10 9	–	32 – 9	105	213 1

(2.)—OUTWARDS.

From Harbour of Dartmouth to Sea.	3	2 11 –	3	2 17 3	23	36 15 4	11	16 11 –	34	47 11 4	15	19 1 6	89	125

EXETER.

NAMES of PILOTS.

Richd. L. Perriam	aged 47	Richard Pyne	aged 43	James Pym	aged 39
John L. Towning	43	Thomas Pincombe	42	Edward G. Tupman	31
John W. Perriam	48	Charles Carnell	64	Charles T. Hooper	30
Michael T. Perriam	47	Richard Carnell	38	John W. Tupman	29
James Pyne	54	John Weeks	48	Richard Hayman	29

Limits of License.—From Ly Bob's Nose, and from Bob's No Lyme, and to and from and int out of all ports and places within limits, except the Harbour of T mouth.

John Webby	aged 48	Joseph Pym	aged 54		
Abraham Tidbury	47	John T. Pym	56		
		George Wannell	44		
		William Pym, jun.	54		
		Daniel Pym, jun.	39		

Limits of License.—From Sea into the Harbour of Exmouth, and from the said Harbour to Sea.

Limits of License.—In the I Exe from Exmouth to Topsham *vice versâ.*

RATES.

The Rates of Pilotage are the same as printed at p. 22 of Parl. Paper, No. 264, of 1863.

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—EXETER—*continued.*

AMOUNT received for PILOTAGE of VESSELS in 1863.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS. COASTERS. Not Towed by Steam. No.	Amount. £. s. d.	Towed by Steam. No.	Amount. £. s. d.	OVERSEA. Not Towed by Steam. No.	Amount. £. s. d.	Towed by Steam. No.	Amount. £. s. d.	FOREIGN VESSELS. Not Towed by Steam. No.	Amount. £. s. d.	Towed by Steam. No.	Amount. £. s. d.	TOTALS. No.	Amount. £. s. d.
From Sea to Axmouth	21	12 – –	–	– – –	–	– – –	–	– – –	–	– – –	–	– – –	21	12 – –
From Sea to Bight at Exmouth.	359	504 5 10	5	8 9 2	52	101 5 7	4	7 10 8	35	84 5 –	2	6 11 7	457	712 7 10
From Bight at Exmouth to Turf.	213	105 4 1	11	5 9 1	42	22 9 4	5	2 13 9	25	12 19 4	4	3 – 5	300	151 16 –
From Bight at Exmouth to Topsham.	48	29 1 9	5	3 7 7	–	– – –	1	– 10 6	1	– 10 6	–	– – –	55	33 10 4
From Bight at Exmouth to Sands.	2	– 7 –	–	– – –	–	– – –	–	– – –	–	– – –	–	– – –	2	– 7 –
From Turf *viâ* Canal to Exeter.	1	– 10 6	–	– – –	–	– – –	–	– – –	1	– 10 6	–	– – –	2	1 1 –
Lay Days	–	– –	–	– – –	–	– – –	–	– – –	2	3 3 –	–	– – –	2	3 3 –
TOTAL	–	651 9 2	–	17 5 10	–	123 14 11	–	10 14 11	–	101 8 4	–	9 12 –	839	914 5 2

(2.)—OUTWARDS.

From Topsham to Exmouth.	47	32 6 7	5	3 12 1	–	– – –	1	2 7 –	–	– – –	–	– – –	53	38 5 8
From Turf to Exmouth	209	101 9 2	5	2 19 11	6	2 16 4	1	– 15 1	6	3 13 3	–	– – –	227	111 13 9
From Bight at Exmouth to Sea.	137	78 5 –	–	– – –	26	21 15 8	–	– – –	28	24 3 4	–	– – –	191	124 4 –
TOTAL	–	212 – 9	–	6 12 –	–	24 12 –	–	3 2 1	–	27 16 7	–	– – –	471	274 3 5

FALMOUTH.

NAMES of PILOTS.

Nicholas Vincent	aged 55	Henry Chard	aged 39	Henry Vincent	aged 36			
Nicholas Jenking	50	Peter Fittock	37	Joseph Barker	39			
Richard Andrew	53	John Dash	52	John Vincent	36			
Henry Tonkin	60	John Barker, jun.	51	Charles Jenking	34			
Elias Chard	55	William Dash	49	John Andrew	32			
John Chard	63	John Barker	48	Michael Richard	31			
James James	54	George Barker	48	James Lowry, jun.	32			
James Andrew	42	William Vincent	38	William Old	34			
James O'Tiddy	45	William J. Lowry	37	William Chard	34			
George Angove	41							
Francis Lowry	40	William Williams	47	Elias J. Chard	30			
Frederick Andrew	40	Nicholas L. Andrew	45	John Collins	31			
Isaac Lower	38	James Dash	45	Joseph J. Vincent	31			
Richard Green	38	John Lowry	52	Charles Andrew	29			

Limits of License.—In and out of Falmouth Harbour, St. Just's, Carrick Roads, and Helford Sound; along the Coast from the Dodman to the Lizard, and in and out of all ports and places within those limits.

RATES.

The Rates of Pilotage are the same as printed in Parl. Paper, No. 264 of 1863, p. 24.

Corporation of Trinity House of Deptford Strond—Falmouth—*continued.*

AMOUNT received for Pilotage of Vessels in 1863.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.				TOTALS.	
	COASTERS.				OVERSEA.									
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From off the Lizard and parallel thereof to Falmouth and places within the imaginary line drawn from the Lighthouse on St. Anthony's Point to the Block House on Pendennis Point.	–	– – –	–	– – –	157	430 19 6	5	21 10 6	366	1,548 19 6	1	8 – –	529	2,009 9 6
From Sea outside an imaginary line drawn from the Manacles to the Dodman to Falmouth and places within the imaginary line above stated.	1	1 1 –	2	3 3 –	807	1,810 4 11	32	57 16 3	1,265	2,989 5 10	23	58 15 5	2,130	4,920 6 5
From Sea inside an imaginary line drawn from the Manacles to the Dodman to Falmouth and places within the imaginary line above stated.	–	– – –	–	– – –	61	96 1 5	8	11 7 4	67	102 1 8	4	4 7 6	140	213 17 11
From Sea to Anchorages outside the imaginary line above stated.	–	– – –	–	– – –	9	13 19 3	–	– – –	10	19 14 6	–	– – –	19	33 13 9
From Sea to Helford -	–	– – –	–	– – –	1	1 4 –	–	– – –	3	8 15 –	–	– – –	4	9 19 –
Transporting within the Harbour and Lay Days.	–	– – –	–	– – –	3	4 17 –	–	– – –	–	– – –	–	– – –	3	4 17 –
Distance Money -	–	– – –	–	– – –	2	4 – –	–	– – –	5	11 16 –	–	– – –	7	15 16 –
Total - - -	–	1 1 –	–	3 3 –	–	2,361 6 1	–	90 14 1	–	4,680 12 6	–	71 2 11	2,832	7,207 19 7

(2.)—OUTWARDS.

From Falmouth and places within an imaginary line drawn from the Lighthouse on St. Anthony's Point to the Blockhouse on Pendennis Point.	–	– – –	2	3 3 –	598	1,285 12 5	243	453 17 6	989	2,238 9 9	340	681 14 1	2,172	4,662 16 9
From outside the above line from St. Anthony's Point to Pendennis Point.	–	– – –	–	– – –	8	8 – –	–	– – –	14	17 14 6	–	– – –	22	25 14 6
Distance Money -	–	– – –	–	– – –	–	– – –	–	– – –	2	7 11 –	–	– – –	2	7 11 –
Total - - -	–	– – –	–	3 3 –	–	1,293 12 5	–	453 17 6	–	2,263 15 3	–	681 14 1	2,196	4,696 2 3

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—*continued*.

FLEETWOOD-ON-WYRE.

NAMES of PILOTS.

Robert Gerard	aged 57	John Grimshaw	aged 34
Thomas Hornby	63	John Hesketh	37

Limits of License.—From Sea into the Harbour of Fleetwood-on-Wyre, and from the said Harbour to Sea.

RATES.

The Rates of Pilotage are the same as printed in Parl. Paper, No. 264 of 1863, p. 25.

AMOUNT received for PILOTAGE of VESSELS in 1863.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS. COASTERS. Not Towed by Steam. No.	Amount.	Towed by Steam. No.	Amount.	BRITISH VESSELS. OVERSEA. Not Towed by Steam. No.	Amount.	Towed by Steam. No.	Amount.	FOREIGN VESSELS. Not Towed by Steam. No.	Amount.	Towed by Steam. No.	Amount.	TOTALS. No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From First Distance off Rossall Point, in a line with Pile à Foudre, to Fleetwood Harbour.	3	3 3 –	–	– – –	9	38 15 –	15	54 15 11	2	7 12 6	7	22 12 7	36	126 19 –
From Second and Third Distances (the Lighthouse and one mile outside) to Fleetwood Harbour.	20	13 7 3	–	– – –	2	5 2 –	3	6 15 –	2	4 1 –	1	2 15 3	28	32 – 6
From Fourth Distance (inside the Lighthouse) to Fleetwood Harbour.	117	61 7 6	1	3 – –	–	– –	1	2 5 –	1	1 1 3	–	– –	120	67 13 9
Distance Money	–	– –	–	– –	5	10 10 –	–	– –	1	3 3 –	–	– –	6	13 13 –
TOTAL	–	77 17 9	–	3 – –	–	54 7 –	–	63 15 11	–	15 17 9	–	25 7 10	190	240 6 3

(2.)—OUTWARDS.

From Fleetwood Harbour to Sea.	57	29 7 6	–	– – –	3	3 1 –	24	32 4 6	7	9 13 –	8	9 16 10	99	84 2 10

FOWEY.

NAMES of PILOTS.

Philip Pill	aged 51	Richard Johns	aged 55	*Limits of License.*—From Looe, inclusive, to the Dodman, and from the Dodman to Looe, and into and out of all ports and places within those limits.
William Salt	51	William Cloke	42	
Robin Johns	58	Richard Johns, jun.	28	
Jos. Ley, jun.	59			
Edward Pearn	aged 57	John Johns	aged 57	*Limits of License.*—From Sea into the Harbour of Looe, and *vice versâ*.
James Toms	42	John Willcocks	52	
John Prynn	53	Charles Tomlinson	40	
John Pengally, jun.	48	William Willcocks	34	

RATES.

The Rates of Pilotage are the same as printed at p. 26 of Parl. Paper, No. 264, of 1863.

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—FOWEY—*continued.*

AMOUNT received for PILOTAGE of VESSELS in 1863.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.						FOREIGN VESSELS.		TOTALS.	
	COASTERS.				OVERSEA.					
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Not Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Sea (outside the limits) to Harbours of Fowey, Mevagissey Pier, Charlestown, and Looe.	1	6 2 6	–	– – –	5	12 13 6	7	18 5 –	13	37 1 –
From Roads or Sea (within the limits) to Harbours of Fowey, Mevagissey Pier, Charlestown, and Looe.	287	108 8 4	10	4 15 5	12	28 3 –	35	50 – 6	344	191 7 3
Transporting within the District and Lay Days.	4	5 – –	–	– – –	–	– – –	2	1 11 6	6	6 11 6
Distance Money – –	–	– – –	–	– – –	1	2 2 –	–	– – –	1	2 2 –
TOTAL – – –	–	119 10 10	–	4 15 5	–	42 18 6	–	69 17 –	364	237 1 9

(2.)—OUTWARDS.

From Harbours of Fowey, Mevagissey Pier, Charlestown, and Looe to Sea.	262	94 12 1	6	3 – 11	15	12 10 10	25	32 5 10	308	142 9 8
From Harbours of Fowey, Mevagissey Pier, Charlestown, and Looe to Sea (outside the limits).	–	– – –	–	– – –	1	3 – –	–	– – –	1	3 – –
TOTAL – – –	–	94 12 1	–	3 – 11	–	15 10 10	–	32 5 10	309	145 9 8

HARWICH.

NAMES of PILOTS.

Benjamin Eteen – – – aged 66
John Eteen (1) – – – – 71
John Eteen (2) – – – – 41
John Eteen (3) – – – aged 38
Robert Eteen – – – – 35
Charles Thompson – – – 43

} *Limits of License.*—From Harwich Harbour up the River Stour to Mistley, and *vice versâ*.

William Saunders – – aged 48
James Thompson – – – – 71

} From Harwich Harbour up the River Stour to Manningtree, and *vice versâ*.

RATES.

The Rates of Pilotage are the same as printed at p. 27 of Parl. Paper, No. 264, of 1863.

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—HARWICH—*continued.*

AMOUNT received for PILOTAGE of VESSELS in 1863.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.				TOTALS.	
	COASTERS.				OVERSEA.									
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Sea to Harwich -	2	7 7 –	1	3 3 –	–	– – –	–	– – –	41	133 15 –	–	– – –	44	144 5 –
From Rolling Grounds to Harwich.	7	11 – 6	2	3 3 –	–	– – –	–	– – –	8	17 7 –	1	1 11 6	18	33 2 –
From Wrabness to Mistley	233	135 10 –	2	– 16 –	5	1 13 –	1	– 12 –	8	4 12 6	–	– – –	249	143 3 6
From Harwich to Mistley -	10	9 17 6	–	– – –	1	1 4 9	–	– – –	1	– 14 9	–	– – –	12	11 17 –
From Wrabness to Manningtree.	7	3 2 6	–	– – –	–	– – –	–	– – –	–	– – –	–	– – –	7	3 2 6
From Lowestoft to Harwich.	–	– – –	–	– – –	1	3 3 –	–	– – –	6	38 1 –	–	– – –	7	41 4 –
From Southwold to Harwich.	–	– – –	–	– – –	–	– – –	–	– – –	3	7 4 –	–	– – –	3	7 4 –
TOTAL - - -	–	166 17 6	–	7 2 –	–	6 – 9	–	– 12 –	–	201 14 3	–	1 11 6	–	383 18 –

(2.)—OUTWARDS.

From Manningtree to Wrabness.	7	3 2 6	–	– – –	–	– – –	–	– – –	–	– – –	–	– – –	7	3 2 6
From Mistley to Wrabness	233	135 10 –	2	– 16 –	5	1 13 –	1	– 12 –	3	2 5 7	–	– – –	244	140 16 7
From Mistley to Harwich -	10	9 17 7	–	– – –	1	1 4 9	–	– – –	7	4 18 8	–	– – –	18	16 1 –
From Harwich to Sea -	–	– – –	1	7 – 8	–	– – –	1	2 7 3	2	14 12 6	2	9 11 –	6	33 11 5
From Harwich to Rolling Grounds.	–	– – –	–	– – –	–	– – –	1	1 11 6	2	2 2 –	1	1 1 –	4	4 14 6
TOTAL - - -	–	148 10 1	–	7 16 8	–	2 17 9	–	4 10 9	–	23 18 9	–	10 12 –	279	198 6 –

HOLYHEAD.

NAMES of PILOTS.

William Owen - - -	aged 53	Robert Peters - - -	aged 35
Robert Jones - - - -	55	Robert Jones - - - -	34
Edward Jones - - - -	42	Robert Roberts - - - -	36
Robert Williams - - - -	42	William Meredith - - -	35

Limits of License.—Into and out of the Roadstead and Harbour of Holyhead, and on the coast to and from the anchorages at Great Orm's Head, along the coast of the Isle of Anglesea and Wales, as far as Bardsye Island, except the Bar and Harbour of Caernarvon, and through the Swellies.

RATES.

The Rates of Pilotage are the same as printed at p. 28 of Parl. Paper, No. 264, of 1863.

Corporation of Trinity House of Deptford Strond—Holyhead—*continued.*

AMOUNT received for Pilotage of Vessels in 1863.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS. COASTERS. Not Towed by Steam. No.	Amount.	Towed by Steam. No.	Amount.	OVERSEA. Not Towed by Steam. No.	Amount.	Towed by Steam. No.	Amount.	FOREIGN VESSELS. Not Towed by Steam. No.	Amount.	Towed by Steam. No.	Amount.	TOTALS. No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Sea to Old Harbour -	2	1 8 10	3	4 2 8	5	8 8 –	2	3 10 11	1	– 10 6	–	– –	13	18 – 1
From Sea to New Harbour -	2	3 3 –	2	3 5 11	56	81 9 6	20	49 4 4	43	68 7 8	7	13 18 2	130	219 8
Total - - -	–	4 11 10	–	7 8 7	–	89 17 6	–	52 15 3	–	68 18 2	–	13 18 2	143	237 9

(2.)—OUTWARDS.

From Old Harbour to Sea -	1	– 7 11	3	4 2 9	6	10 4 9	2	3 10 10	–	– – –	–	– –	12	18 6
From New Harbour to Sea -	1	2 2 –	2	3 6 –	29	62 17 3	25	62 18 5	28	40 5 10	7	15 17 7	92	187 7
From off Holyhead to Point Lynas	–	– –	–	– –	2	6 6 –	–	– –	–	– –	1	3 3 –	3	9 9
Total - - -	–	2 9 11	–	7 8 9	–	79 8 –	–	66 9 3	–	40 5 10	–	19 – 7	107	215 2

IPSWICH.

NAMES of PILOTS.

George Beaumont - -	aged 46	Chas. Smith *alias* Chas. Girling, aged	30
David Wright, jun. - -	56	Edward Butcher - - -	39
James Folley - - -	47	William H. Girling - - -	28
Charles Hadgraft - - -	36	John C. Bird - - - -	27
William Naunton - - -	33	Charles Allen Bacon - -	38

Limits of License.—From Ipswich Quays to Harwich Harbour, and *vice versâ*.

RATES.

The Rates of Pilotage are the same as printed at p. 29 of Parl. Paper, No. 264, of 1863.

AMOUNT received for the Pilotage of Vessels in 1863.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS. COASTERS. Not Towed by Steam. No.	Amount.	Towed by Steam. No.	Amount.	OVERSEA. Not Towed by Steam. No.	Amount.	Towed by Steam. No.	Amount.	FOREIGN VESSELS. Not Towed by Steam. No.	Amount.	Towed by Steam. No.	Amount.	TOTALS. No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Harwich to Downham Reach.	68	27 14 4	13	5 14 9	30	18 6 6	12	6 14 8	86	42 15 5	8	4 14 7	217	106 – 3
From Levington Creek to Downham Reach.	112	33 13 2	20	5 9 4	4	1 – 3	–	– –	2	– 11 3	–	– –	138	40 14 –
From Downham Reach to Ipswich.	569	298 19 3	242	126 4 1	56	30 10 7	19	9 13 10	61	34 15 11	32	18 6 10	979	518 10 6
From Levington Creek to Ipswich.	22	16 1 7	11	10 2 5	–	– –	2	1 12 –	3	2 6 8	1	– 15 4	39	30 18 –
From Harwich to Ipswich	10	9 7 1	51	37 12 7	2	1 11 –	7	8 18 10	5	4 16 9	7	8 14 9	82	71 1 –
Total - - -	–	385 15 5	–	185 3 2	–	51 8 4	–	26 19 4	–	85 6 –	–	32 11 6	–	767 3 9

(2.)—OUTWARDS.

From Ipswich to Downham Reach.	282	123 7 1	113	51 17 2	11	5 18 9	9	4 3 2	4	2 12 1	1	– 5 3	420	188 3 6
From Ipswich to Levington Creek.	77	43 18 –	63	32 11 3	2	1 19 5	4	2 1 8	–	– –	–	– –	146	80 10 4
From Ipswich to Harwich -	72	74 13 5	95	73 17 3	5	5 3 6	8	7 7 9	49	40 15 2	40	32 11 1	269	234 8 2
Total - - -	–	241 18 6	–	158 5 8	–	13 1 8	–	13 12 7	–	43 7 3	–	32 16 4	–	503 2 –

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—*continued.*

LOWESTOFT.

NAMES of PILOTS.

James Swan - - - - aged 54
John Sterry Swan - - - - 56

Limits of License.—From Corton Pole to the North, and Benacre Point to the South, and into and out of the Harbour of Lowestoft; also from Sea through the different Channels and Gattways into Yarmouth Roads, and *vice versâ*.

John Butcher - - - aged 64
John Golder - - - - 66
Henry Golder - - - - 41
John Harvey Golder - aged 40
James Cook - - - - 34

From Corton Pole to the North, and Benacre Point to the South, and into and out of the Harbour of Lowestoft.

RATES.

The Rates of Pilotage are the same as printed at p. 30 of Parl. Paper, No. 264, of 1863.

AMOUNT received for the PILOTAGE of VESSELS in 1863.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.				TOTALS.	
	COASTERS.				OVERSEA.									
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Sea to Roads -	1	3 16 -	-	- - -	7	18 14 -	-	- - -	26	64 12 -	-	- - -	34	87 2 -
From Roads to Harbour -	31	24 9 10	117	103 7 6	9	6 2 8	40	30 4 11	13	8 16 11	76	65 18 1	286	238 19 11
Lay Days, Tide Work, and Attendance.	8	4 5 -	-	- - -	3	2 10 -	-	- - -	9	6 6 4	-	- - -	20	13 1 4
Distance Money - -	-	- - -	-	- - -	2	2 8 -	-	- - -	10	10 1 -	-	- - -	12	12 9 -
TOTAL - - -	-	32 10 10	-	103 7 6	-	29 14 8	-	30 4 11	-	89 16 3	-	65 18 1	352	351 12 3

(2.)—OUTWARDS.

From Harbour to Roads -	11	7 - 5	79	64 11 3	8	4 14 5	23	23 10 9	26	16 3 5	43	30 7 6	190	146 7 9
From Roads to Sea - -	1	1 7 6	4	5 17 6	15	27 5 3	2	2 19 4	49	70 5 3	4	10 5 -	75	117 19 10
Distance Money - -	-	- - -	-	- - -	1	2 4 -	-	- - -	3	17 - -	-	- - -	4	19 4 -
TOTAL - - -	-	8 7 11	-	70 8 9	-	34 3 8	-	26 10 1	-	103 8 8	-	40 12 6	269	283 11 7

MALDON.

NAMES of PILOTS.

William Handley - - aged 42
Giles Austin - - - - 68
Joseph Handley - - - 27
James Stibbens - - aged 29
William Sinclair - - - 32
William Clark - - - - 35

Limits of License.—From a line drawn from the Naze Tower to the Buoy of the Gunfleet up the River Blackwater and Chelmer to Maldon Bridge, and *vice versâ*.

RATES.

The Rates of Pilotage are the same as printed at p. 31 of Parl. Paper, No. 264, of 1863.

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—MALDON—*continued.*

AMOUNT received for PILOTAGE of VESSELS in 1863.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS. COASTERS. Not Towed by Steam. No.	Amount.	BRITISH VESSELS. OVERSEA. Not Towed by Steam. No.	Amount.	BRITISH VESSELS. OVERSEA. Towed by Steam. No.	Amount.	FOREIGN VESSELS. Not Towed by Steam. No.	Amount.	TOTALS. No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s.
From Stansgate to Maldon -	255	158 3 9	2	1 6 3	1	1 10 4	3	3 18 9	261	164 19

(2.)—OUTWARDS.

From Maldon to Stansgate -	346	161 12 5	2	1 - -	-	- -	7	5 1 -	355	167 13
From Stansgate to Sea - -	-	- -	-	- -	-	- -	3	11 5 -	3	11 5
TOTAL - - -	-	161 12 5	-	1 - -	-	- -	-	16 6 -	-	178 18

MILFORD.

NAMES of PILOTS.

George John - -	aged 59	William Ivemey - -	aged 59
John Lewis - - -	48	William Watkins - -	46
James Hancock - -	49	William John - -	28
Robert Phillips - -	53	James Eynon - -	40

Limits of License.—From Caldy Island, along the Co to St. David's Head, and from thence to Cardigan Islan and *vice versâ*. From Cardigan Island to Caldy Island, a to and from and into and out of all Ports and Places with those limits.

George Peters - - - - - - aged 44
David Griffiths - - - - - - - 43

Limits of License.—From Sea into the Port of Milford, and to and from all places and anchorages within the said Port to Sea.

RATES.

The Rates of Pilotage are the same as printed at p. 32 of Parl. Paper, No. 264, of 1863.

AMOUNT received for PILOTAGE of VESSELS in 1863.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS. COASTERS. Not Towed by Steam. No.	Amount.	BRITISH VESSELS. COASTERS. Towed by Steam. No.	Amount.	BRITISH VESSELS. OVERSEA. Not Towed by Steam. No.	Amount.	BRITISH VESSELS. OVERSEA. Towed by Steam. No.	Amount.	FOREIGN VESSELS. Not Towed by Steam. No.	Amount.	FOREIGN VESSELS. Towed by Steam. No.	Amount.	TOTALS. No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s.
From Sea to Milford Harbour, below a line from Newton Noyse Point to Martin's Haven.	-	- -	2	2 19 3	7	14 7 6	2	2 4 4	5	6 10 -	-	- -	16	26 1
From Sea to Milford Harbour, above the said line.	-	- -	-	- -	5	20 8 6	2	7 2 -	1	1 10 -	-	- -	8	29 -
From Sea to Pembroke Dock -	3	5 11 -	-	- -	1	2 18 6	2	6 13 6	9	39 4 9	2	7 5 3	17	61 13
Transporting within the District and Lay Days.	3	3 2 -	4	5 3 -	3	3 12 6	2	2 11 7	8	7 5 3	-	- -	20	21 14
TOTAL - - -	-	8 13 -	-	8 2 3	-	41 7 -	-	18 11 5	-	54 10 -	-	7 5 3	61	138 8 1

(2.)—OUTWARDS.

From Milford Harbour, above a line drawn from Newton Noyse Point to Martin's Haven, to Sea.	1	1 16 -	3	6 11 -	4	11 14 6	1	2 - 6	4	8 16 -	-	- - -	13	30 18
From Milford Harbour, below the said line to Sea.	2	3 - -	7	15 15 6	3	5 1 10	2	3 3 9	8	16 10 6	-	- -	22	43 11
From Pembroke Dock to Sea -	3	3 - 6	4	5 11 7	2	4 19 -	-	- -	5	9 16 6	-	- -	14	23 7
TOTAL - - -	-	7 16 6	-	27 18 1	-	21 15 4	-	5 4 3	-	35 3 -	-	- -	49	97 17

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—*continued*.

NEATH.

NAMES of PILOTS.

Thomas Emanuel	aged 46	William Williams (4)	aged 38
Charles Harris	38	John Emanuel	45
Daniel Perkins	46	Thomas White	37
William Phillips (1)	49	Henry Perrett	56
Lewis Reynolds	43	John Evans	40
Edward Vaughan	56	James Williams	30
Charles Williams	52	Daniel Evans	35
Daniel Williams	61	Thomas Griffiths	27
Griffith Williams	40	Thomas Jones	31
Lewis Williams	29	Jeremiah Gilbert	43
William Williams (1)	60	William Phillips (2)	28
William Williams (2)	53	George Phillips	27
William Williams (3)	40	James Vaughan	31

Limits of License.—From the outside of Neath Bar into the Port and Harbour of Neath, and *vice versâ*.

RATES.

The Rates of Pilotage are the same as printed at p. 34 of Parl. Paper, No. 264 of 1863.

AMOUNT received for PILOTAGE of VESSELS in 1863.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS. COASTERS. Not Towed by Steam. No.	Amount.	Towed by Steam. No.	Amount.	BRITISH VESSELS. OVERSEA. Not Towed by Steam. No.	Amount.	Towed by Steam. No.	Amount.	FOREIGN VESSELS. Not Towed by Steam. No.	Amount.	Towed by Steam. No.	Amount.	TOTALS. No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Sea or Outer Buoy to First Station.	487	223 1 3	401	499 1 6	3	2 5 3	3	4 1 –	16	7 16 8	34	14 8 2	1,644	750 13 10
From Sea or Outer Buoy to Second Station.	73	38 11 3	122	66 2 11	–	– –	–	– –	6	2 11 6	–	3 19 –	212	111 4 8
From Sea or Outer Buoy to Third Station.	7	3 13 9	31	18 19 5	–	– –	–	– –	1	– 13 9	4	2 11 3	43	25 18 2
TOTAL	–	265 6 3	–	584 3 10	–	2 5 3	–	4 1 –	–	11 1 11	–	20 18 5	1,899	887 16 8

(2.)—OUTWARDS.

From First Station to Sea	407	213 6 10	1,250	735 6 3	3	2 5 3	3	4 8 –	10	5 7 6	39	22 14 9	1,712	983 8 7
From Second Station to Sea	33	21 – 11	136	92 7 9	–	– –	–	– –	3	1 7 6	9	7 11 11	181	122 8 1
From Third Station to Sea	2	1 1 4	17	12 6 8	–	– –	–	– –	–	– –	2	2 10 –	21	15 18 –
TOTAL	–	235 9 1	–	840 – 8	–	2 5 3	–	4 8 –	–	6 15 –	–	32 16 8	1,914	1,121 14 8

NEWHAVEN.

NAMES of PILOTS.

Charles Terry	aged 53	Henry Mockett	aged 45
John Stocks	59	William Miller	43
Henry Read	53	William Medhurst	41
George Stevens	49	Thomas Medhurst	36

Limits of License.—From Dungeness to Selsea Bill, and from Selsea Bill to Dungeness; and in and out of all anchorages within those limits (except the Ports of Arundel, Littlehampton, Shoreham, and Rye); and from Sea into the Port of Newhaven, and from Newhaven to Sea, and backwards and forwards within the said port.

RATES.

The Rates of Pilotage are the same as printed at p. 35 of Parl. Paper, No. 264 of 1863.

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—NEWHAVEN—*continued.*

AMOUNT received for PILOTAGE of VESSELS in 1863.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.				TOTALS.	
	COASTERS.				OVERSEA.									
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Sea to Harbour of Newhaven.	97	108 9 2	147	150 9 8	5	5 12 6	3	1 18 3	7	8 10 6	5	5 1 8	264	280 1 9

(2.)—OUTWARDS.

From Harbour of Newhaven to Sea.	85	46 2 –	160	64 18 6	3	1 18 –	2	1 4 5	5	3 1 9	5	2 4 10	260	119 9 6

PADSTOW.

NAMES of PILOTS.

William Stribley - -	aged 41	Robert Cobbledick - -	aged 52
John Blake - - - -	47	Samuel French - - -	37
William Treleaven - - -	52	William Henwood - - -	31

Limits of License.—From the Mouls, eastward of Pentyre Point, to the Quays, westward of Trevose Head, and into and out of all ports and places within those limits.

RATES.

The Rates of Pilotage are the same as printed at p. 36 of Parl. Paper, No. 264 of 1863.

AMOUNT received for PILOTAGE of VESSELS in 1863.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.				FOREIGN VESSELS.		TOTALS.	
	COASTERS.		OVERSEA.					
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Stepper Point to Padstow -	304	126 10 1	7	14 19 6	5	3 16 10	316	145 6 5

(2.)—OUTWARDS.

From Padstow to Stepper Point -	142	31 12 6	4	4 9 8	4	3 16 6	150	39 18 8

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—*continued.*

PENZANCE.

NAMES of PILOTS.

Thomas Carbis	aged 52	Benjamin Harvey	aged 49
Philip C. Hill	52	Charles Pezzack	41
Thomas J. Ford	38	Henry Kitchen	46
Thomas J. Philips	52	James Pezzack	36
Thomas Strick	45	Richard Ash	39
Richard Matthews	45	William M. Iago	34
Thomas Pentreath	53		

Limits of License.—From the Lizard to Cape Cornwall, and from Cape Cornwall to the Lizard, and to and from and into and out of all ports and places within those limits.

RATES.—The Rates of Pilotage are the same as printed at p. 37 of Parl. Paper, No. 264 of 1863.

AMOUNT received for PILOTAGE of VESSELS in 1863.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS. COASTERS. Not Towed by Steam. No.	Amount. £. s. d.	Towed by Steam. No.	Amount. £. s. d.	BRITISH VESSELS. OVERSEA. Not Towed by Steam. No.	Amount. £. s. d.	Towed by Steam. No.	Amount. £. s. d.	FOREIGN VESSELS. Not Towed by Steam. No.	Amount. £. s. d.	TOTALS. No.	Amount. £. s. d.
From Sea to Roadsteads and Piers in Mount's Bay.	10	6 – –	98	41 4 –	25	38 – –	3	2 8 –	51	69 2 –	187	156 14 –
From Roadsteads to either of the Piers in Mounts' Bay.	2	1 11 6	–	– –	3	3 6 –	–	– –	3	4 3 –	8	9 – 6
Distance Money	1	– 5 –	1	– 5 –	17	10 17 –	1	– 5 –	40	31 10 6	60	43 2 6
TOTAL	–	7 16 6	–	41 9 –	–	52 3 –	–	2 13 –	–	104 15 6	255	208 17 –

(2.)—OUTWARDS.

From Roadsteads and Piers in Mounts's Bay to Sea.	3	1 1 –	98	39 12 –	13	15 3 –	1	– 16 –	30	27 8 6	145	84 – 6
Distance Money	–	– –	–	– –	–	– –	–	– –	3	2 7 –	3	2 7 –
TOTAL	–	1 1 –	–	39 12 –	–	15 3 –	–	– 16 –	–	29 15 6	148	86 7 6

PLYMOUTH.

NAMES of PILOTS.

George Williams	aged 61	Samuel Lane	aged 59
Isaac Pearse	48	Thomas Noble	41
William Hoppen	75	John B. Williams	34
John Eddey	67	George Hoppins	35
Charles Tucker	66	John Parford	40
Joseph Eddey	59	Charles Tucker, jun.	36
Robert Williams	58	W. W. Tucker	30
John Hoppins	48	H. Skelton	36
William Glinn	49	George Phillips	38
William Williams	50	Robert Dyer	36
Samuel Hancock	51	William H. Brooks	27
Edward Glynn	43	John Spinddell	31
William Parford	37	Samuel Hancock, jun.	37
J. H. Brooks	42	Richard G. Glinn	25
William Cuttis	44	William F. Kent	24
John Glinn	34	James L. Hoppins	22

Limits of License.—From Plymouth Sound in and out of Hamoaze, and Plymouth Pool and Catwater, in and out of Cawsand Bay. For the coast, to the westward as far as Love, and eastward as far as the Start, and into and out of all ports and places within those limits.

RATES.—The Rates of Pilotage are the same as printed at p. 38 of Parl. Paper, No. 264 of 1863.

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—PLYMOUTH—*continued.*

AMOUNT received for PILOTAGE of VESSELS in 1863.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.				TOTALS.	
	COASTERS.				OVERSEA.									
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Sea to Sound	2	3 10 –	–	– – –	144	315 3 4	24	51 13 4	114	230 – 1	6	8 12 2	290	608 18 11
From Sea to Catwater	1	2 – –	–	– – –	12	61 2 2	3	7 11 8	18	40 2 –	1	2 – –	45	112 15 10
From Sea to Sutton Pool	1	1 12 –	1	1 8 6	12	29 14 6	–	– – –	4	9 4 –	1	2 16 3	19	44 15 3
From Sea to Mill Bay	2	3 15 –	3	9 9 –	4	12 13 –	13	25 12 3	14	38 3 –	1	1 16 –	37	91 8 3
From Sea to Stonehouse Pool.	–	– – –	–	– – –	2	8 15 –	–	– – –	11	31 3 –	–	– – –	13	39 18 –
From Sea to Hamoaze	–	– – –	–	– – –	7	14 5 6	1	4 5 –	11	22 10 –	1	4 17 6	20	45 18 –
From Sound to Catwater	–	– – –	–	– – –	4	11 6 6	12	32 1 2	4	8 4 9	3	5 11 10	23	57 4 3
From Sound to Sutton Pool	–	– – –	–	– – –	4	6 3 6	1	– 18 9	3	5 2 9	–	– – –	8	12 5 –
From Sound to Stonehouse Pool.	–	– – –	–	– – –	2	4 13 –	7	23 18 3	1	1 4 –	1	2 16 –	11	32 11 3
From Sound to Mill Bay	1	1 16 –	–	– – –	5	13 6 –	4	11 17 11	8	18 5 6	2	5 6 6	20	50 11 11
From Sound to Hamoaze	–	– – –	–	– – –	2	2 15 –	–	– – –	1	1 4 –	–	– – –	3	3 19 –
Transporting within the Harbour.	1	1 2 6	1	1 5 –	1	1 – –	1	1 7 6	2	1 15 –	1	– 19 –	7	7 9 –
Distance Money	–	– – –	–	– – –	10	9 17 11	–	– – –	16	28 13 3	–	– – –	26	38 11 2
TOTAL	–	13 15 6	–	12 2 6	–	490 15 5	–	159 5 10	–	435 11 4	–	34 15 3	–	1,146 5 10

(2.)—OUTWARDS.

From Sound to Sea	1	2 5 –	1	1 13 9	117	260 18 4	31	59 14 9	89	174 19 5	6	9 4 6	245	508 15 9
From Catwater to Sea	–	– – –	–	– – –	12	38 16 6	6	13 10 6	3	7 10 –	1	1 16 –	22	61 13 –
From Sutton Pool to Sea	–	– – –	–	– – –	5	9 8 –	1	1 12 –	–	– – –	–	– – –	6	11 – –
From Mill Bay to Sea	1	1 19 –	11	19 2 6	5	10 6 –	14	25 6 3	10	19 – –	4	11 10 3	45	87 4 –
From Stonehouse Pool to Sea.	–	– – –	–	– – –	1	1 2 6	–	– – –	1	1 12 –	–	– – –	2	2 14 6
From Hamoaze to Sea	–	– – –	–	– – –	–	– – –	–	– – –	1	2 – –	–	– – –	1	2 – –
From Catwater to Sound	–	– – –	–	– – –	1	1 8 –	5	8 2 –	–	– – –	1	2 12 6	7	12 2 6
From Mill Bay to Sound	–	– – –	1	1 16 9	–	– – –	7	13 1 10	4	5 17 7	–	– – –	12	20 16 2
From Stonehouse Pool to Sound.	–	– – –	–	– – –	1	1 12 6	4	7 7 9	–	– – –	–	– – –	5	9 – 3
From Sutton Pool to Sound	–	– – –	–	– – –	–	– – –	1	1 5 –	–	– – –	–	– – –	1	1 5 –
From Hamoaze to Sound	–	– – –	–	– – –	–	– – –	–	– – –	1	1 – –	–	– – –	6	1 – –
Distance Money	–	– – –	–	– – –	3	4 1 6	–	– – –	6	16 14 6	–	– – –	9	20 16 –
TOTAL	–	4 4 –	–	22 13 –	–	527 13 4	–	130 – 1	–	228 13 6	–	25 3 3	–	738 7 2

POOLE.

NAMES of PILOTS.

William King	aged 50	George King	aged 31
George Caius	51	John Brown	26
John G. King	38	James Stone	28
John Stone	37	James Tilsed	33
Samuel Hart	37	Thomas H. Wills	28
Thomas Hart	32	Thomas E. G. Wills	33

Limits of License.—From Christchurch inclusive to St. Alban's Head, and from St. Alban's Head to Christchurch; and to and from and into and out of all ports and places within those limits.

RATES.

The Rates of Pilotage are the same as printed at p. 39 of Parl. Paper, No. 264 of 1863.

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—POOLE—*continued.*

AMOUNT received for PILOTAGE of VESSELS in 1863.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS. COASTERS. Not Towed by Steam. No.	Amount.	Towed by Steam. No.	Amount.	OVERSEA. Not Towed by Steam. No.	Amount.	Towed by Steam. No.	Amount.	FOREIGN VESSELS. Not Towed by Steam. No.	Amount.	Towed by Steam. No.	Amount.	TOTALS. No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
m Sea (between St. Alban's and Christchurch Heads) to Poole.	1	1 9 2	–	– –	1	1 15 –	2	3 14 3	10	17 11 3	13	23 2 9	27	47 12 5
m St. Alban's to Poole	–	– –	–	– –	1	2 – –	1	2 2 –	1	1 – –	2	2 13 3	5	7 15 3
m Sea to Studland Bay	–	– –	–	– –	1	– 18 –	–	– –	–	– –	1	– 8 3	2	1 6 3
m Sea to Brownsea	–	– –	–	– –	–	– –	–	– –	1	– 14 –	–	– –	1	– 14 –
m Studland Bay and Bar o Poole.	218	205 16 10	120	111 9 9	43	54 13 6	20	29 2 3	19	27 – 9	19	30 13 6	439	458 16 7
nsporting within the District, Lay Days, and Shipping Berth.	7	4 5 –	1	– 10 –	3	1 3 –	–	– –	16	9 4 6	–	– –	27	15 2 6
stance Money – –	–	– –	–	– –	2	1 15 –	–	– –	–	– –	–	– –	2	1 15 –
TOTAL – – –	–	211 11 –	–	111 19 9	–	62 4 6	–	34 18 6	–	55 10 6	–	56 17 9	503	533 2 –

(2.)—OUTWARDS.

om Poole to Bar and Studland Bay.	202	190 2 –	60	45 12 5	11	17 7 3	27	36 – 7	22	21 14 –	38	41 7 4	360	352 3 7
om Brownsea to Bar and Studland Bay.	1	– 10 8	1	1 – –	–	– –	–	– –	–	– –	–	– –	2	1 10 8
TOTAL – – –	–	190 12 8	–	46 12 5	–	17 7 3	–	36 – 7	–	21 14 –	–	41 7 4	362	353 14 3

PORTMADOC.

NAMES of PILOTS.

ohn Williams – – – aged 53	John Jones – – – aged 53	*Limits of License.*—From Sea into the Harbour of Portmadoc, and from the said Harbour to Sea.
obert Humphreys – – – 58	John Humphreys – – – 25	
ichard Roberts – – – 68	John Williams, jun. – – – 23	
ohn James – – – – 64	Robert Rowlands – – – 35	
van Morris – – – – 60		

RATES.

The Rates of Pilotage are the same as printed at p. 40 of Parl. Paper, No. 264 of 1863.

AMOUNT received for PILOTAGE of VESSELS in 1863.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS. COASTERS. Not Towed by Steam. No.	Amount.	Towed by Steam. No.	Amount.	OVERSEA. Not Towed by Steam. No.	Amount.	Towed by Steam. No.	Amount.	FOREIGN VESSELS. Not Towed by Steam. No.	Amount.	TOTALS. No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Sea to Harbour of Portmadoc.	202	73 14 1	267	101 14 10	12	7 2 11	144	77 18 11	2	1 7 9	627	261 18 6

(2.)—OUTWARDS.

From Harbour of Portmadoc to Sea.	189	59 13 3	283	120 1 1	12	6 19 5	145	80 2 8	2	1 7 9	631	268 4 2

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—*continued.*

ROCHESTER.

NAMES of PILOTS.

William Millbank - aged 74 — *Limits of License:*—From the Nore, down the River Thames, and the North and South Channels, and round the Long Sand Head into the Downs, and in and out of Harwich Harbour; also for the navigation at the back of the Godwin Sands, round the South Sand Head, into the Downs, and into Ramsgate Harbour; also from the Nore, up the River Medway, to Chatham, and *vice versâ*; and from the Nore, up the River Thames, to Gravesend.

Charles E. Beck - - - - aged 36 — From Chatham, down the River Medway, to the Nore, and from thence to Chatham.

RATES.

The Rates of Pilotage are the same as printed at page 5 of Parl. Paper, No. 264 of 1863.

AMOUNT received for PILOTAGE of VESSELS in 1863.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS. COASTERS. Not Towed by Steam. No.	Amount. £. s. d.	BRITISH VESSELS. OVERSEA. Not Towed by Steam. No.	Amount. £. s. d.	BRITISH VESSELS. OVERSEA. Towed by Steam. No.	Amount. £. s. d.	FOREIGN VESSELS. Not Towed by Steam. No.	Amount. £. s. d.	FOREIGN VESSELS. Towed by Steam. No.	Amount. £. s. d.	TOTALS. No.	Amount. £. s. d.
From the Nore to Chatham and Rochester.	–	– –	1	2 12 –	–	– –	9	25 9 –	8	24 3 –	18	52 4 –
From Sheerness to Chatham and Rochester.	–	– –	6	17 3 6	6	17 – 4	6	14 6 –	2	6 14 3	20	55 4 1
TOTAL - - -	–	– –	–	19 15 6	–	17 – 4	–	39 15 –	–	30 17 3	38	107 8 1

(2.)—OUTWARDS.

From Rochester and Chatham to Sea.	–	– –	–	– –	3	19 9 10	8	51 8 3	2	13 2 –	13	84 – 1
From Sheerness to Sea - -	–	– –	–	– –	–	– –	5	29 13 6	2	10 11 4	7	40 4 10
From the Nore to Sea - -	–	– –	1	4 12 –	–	– –	1	6 4 –	–	– –	2	10 16 –
From Chatham to Sheerness -	–	– –	1	1 18 –	–	– –	–	– –	1	2 3 6	2	4 1 6
From Chatham to the Nore -	1	2 17 –	–	– –	–	– –	1	2 7 –	1	2 2 9	3	7 6 9
From the Nore to Gravesend	–	– –	–	– –	–	– –	–	– –	1	3 2 2	1	3 2 2
From Sheerness to Gravesend	–	– –	–	– –	–	– –	–	– –	1	2 14 6	1	2 14 6
TOTAL - - -	–	2 17 –	–	6 10 –	–	19 9 10	–	89 12 9	–	33 16 3	29	152 5 10

RYE.

NAMES of PILOTS.

James Curd - - - - aged 58
James Smith - - - - - 31 — *Limits of License:*—Into and out of the Port and Harbour of Rye, and along the coast between Dungeness and Beachy Head, and to and from all anchorages and places within those limits.

RATES.

The Rates of Pilotage are the same as printed at p. 41 of Parl. Paper, No. 264 of 1863.

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—RYE—*continued.*

AMOUNT received for PILOTAGE of VESSELS in 1863.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS. COASTERS. Not Towed by Steam. No.	Amount.	Towed by Steam. No.	Amount.	OVERSEA. Not Towed by Steam. No.	Amount.	Towed by Steam. No.	Amount.	FOREIGN VESSELS. Not Towed by Steam. No.	Amount.	Towed by Steam. No.	Amount.	TOTALS. No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Sea to Pier	13	13 3 1	23	25 8 7	1	– 12 3	1	1 13 –	6	10 15 7	6	9 – 6	50	60 13 –
From Sea to Town	5	5 1 –	9	8 13 10	1	– 15 9	–	– – –	3	2 19 –	4	3 2 7	22	20 12 2
TOTAL	–	18 4 1	–	34 2 5	–	1 8 –	–	1 13 –	–	13 14 7	–	12 3 1	72	81 5 2

(2.)—OUTWARDS.

From Town to Sea	2	1 11 6	17	11 13 6	–	– – –	–	– – –	2	2 1 11	1	– 6 1	22	15 13 –
From Pier to Sea	8	5 8 11	20	10 3 9	–	– – –	–	– – –	2	1 19 5	8	5 15 –	38	23 7 1
TOTAL	–	7 – 5	–	21 17 3	–	– – –	–	– – –	–	4 1 4	–	6 1 1	60	39 – 1

SCILLY.

NAMES of PILOTS.

Jacob Deason	aged 43	Thomas A. Goddard	aged 41
Robert Vender	60	Walter Hicks	42
Robert Ashford	51	Walter Hicks (2)	39
Martin Ellis	48	Thomas Ashford	42
John Jenkins	50	Henry H. Stediford	41
William Jenkin	47	W. Woodcock	34
William H. Woodcock	61		
James Jenkin	60	Israel Hicks	32
James Stediford	52	Stephen Hicks	36
John Ellis	51	William Thomas	36

Limits of License:—To and from and into and out of all ports and places in and about the Islands of Scilly.

RATES.

The Rates of Pilotage are the same as printed at p. 42 of Parl. Paper, No. 264 of 1863.

AMOUNT received for PILOTAGE of VESSELS in 1863.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS. COASTERS. Not Towed by Steam. No.	Amount.	Towed by Steam. No.	Amount.	OVERSEA. Not Towed by Steam. No.	Amount.	Towed by Steam. No.	Amount.	FOREIGN VESSELS. Not Towed by Steam. No.	Amount.	TOTALS. No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Sea to Scilly	38	32 13 4	3	4 8 10	55	130 – 2	4	13 19 2	71	121 9 8	171	302 11 2
Lay Days, Tide Work, Shifting Berth, &c.	1	– 10 6	–	– –	6	11 3 6	–	– –	1	1 1 –	8	12 15 –
TOTAL	–	33 3 10	–	4 8 10	–	141 3 8	–	13 19 2	–	122 10 8	179	315 6 2

(2.)—OUTWARDS.

From Scilly to Sea	32	30 8 9	3	3 16 10	50	112 9 8	4	13 19 2	71	121 2 1	160	281 16 6
Distance Money	–	– –	–	– –	8	60 – –	–	– –	4	28 – –	12	88 – –
TOTAL	–	30 8 9	–	3 16 10	–	172 9 8	–	13 19 2	–	149 2 1	172	369 16 6

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—*continued.*

SHOREHAM.

NAMES of PILOTS.

John Merrix	aged 59	William Courtenay	aged 53
Charles Sawyer	33	Robert Brazier	46
William Parish	61	William Brazier	36
George Courtenay	54	Walter Richards	42
James Page	63	H. H. Upperton	36
Francis Child	55		

Limits of License.—From Sea into th of Shoreham, and from the Port of Shore Sea, and backward and forward within t Port, and on the Coast from Brighthel exclusive westward to the Owers, and fr Owers eastward to Brighthelmstone exclusi into and out of all anchorages within those except the Port of Arundel.

Cornelius Perrin	aged 54
James Lawrence	51
Philip Lawrence	55
William Legg	40

Limits of License.—From Selsea Bill to the west end of the Owers, and for the neighbourhood of the Owers within and without the Sands near the same and the Park; and to continue in charge from the Owers into Spithead of all ships and vessels that have sailed from the Park, or which he may have had charge of when in distress in the neighbourhood of the Owers, the Commanders consenting thereto.

RATES.—The Rates of Pilotage are the same as printed at p. 43 of Parl Paper, No. 264 of 1863.

AMOUNT received for PILOTAGE of VESSELS in 1863.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.				TOTALS.	
	COASTERS.				OVERSEA.									
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s.
From Sea to Harbour of Shoreham.	9	5 – 6	486	624 17 11	6	3 6 –	14	14 19 2	7	4 9 3	68	74 19 4	590	727 12

(2.)—OUTWARDS.

From Harbour of Shoreham to Sea.	7	3 17 8	475	211 7 7	3	1 18 3	10	4 16 10	2	– 16 6	70	32 18 6	567	255 15
Distance Money (Selsea District).	7	13 1 9	–	-	4	13 17 –	–	- -	1	3 3 –	–	- -	12	30 1
TOTAL	–	16 19 5	–	211 7 7	–	15 15 3	–	4 16 10	–	3 19 6	–	32 18 6	579	285 17

SOUTHAMPTON.

NAMES of PILOTS.

John Faulkener	aged 68	William Waters	aged 42
Edwin Waters	42	Robert Penny	39
James Lebburn	56	William Nicholls	29
James Ockelford	58	Alfred Hurst	25
James Bowyer	49	John Nicholls	25
John Nicholls	49	Robert S. Pearce	23
W. J. Hurst	28	Thomas Turnbull	33
William Seymour	59	James T. Bowyer	23
Edward Jurd	50	Richard Bowyer	32
George Tubbs	48	George W. Tubbs	23
James Penny	35		

Limits of License.—From Cowes Roads, Stol Bay, the Motherbank, or St. Helen's to Sou ampton, and from Southampton through the seve channels and passages to Sea.

David Wild	aged 46
John Dibden	40
Charles Wild	25

Limits of License.—From a line drawn from from Eagle Hurst to the North-west Buoy of the Brambles, to all ports and places within the Southampton Water, and *vice versâ.*

RATES.—The Rates of Pilotage are the same as printed at p. 44 of Parl. Paper, No. 264 of 1863.

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—SOUTHAMPTON—*continued.*

AMOUNT received for PILOTAGE of VESSELS in 1863.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.				TOTALS.	
	COASTERS.				OVERSEA.									
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Sea to Southampton -	1	1 7 –	2	5 5 –	5	12 13 –	2	2 19 6	7	34 19 –	1	6 8 3	18	63 11 9
From Spithead to Southampton	2	4 17 6	8	13 17 6	3	6 – –	2	5 14 9	11	17 4 –	26	41 7 10	52	89 1 7
From Stoke's Bay to Southampton.	1	1 19 –	3	6 9 9	–	– –	4	5 3 9	6	8 9 –	4	5 1 3	18	27 2 9
From Cowes to Southampton -	–	– –	–	– –	–	– –	2	3 1 3	2	1 6 7	3	5 10 3	7	9 18 1
From Brambles to Southampton	8	11 – 6	9	11 6 6	12	16 5 –	6	6 18 –	33	42 4 –	2	4 2 6	70	91 16 6
From Calshot to Southampton -	5	5 17 –	–	– –	–	– –	–	– –	1	– 15 –	1	– 11 3	7	7 3 3
From Leap to Southampton -	10	12 18 –	16	22 1 6	11	15 11 –	92	133 12 5	11	17 9 –	–	– –	140	201 11 11
From St. Helen's to Southampton.	–	– –	–	– –	–	– –	1	5 14 –	–	– –	–	– –	1	5 14 –
From Motherbank to Southampton.	–	– –	–	– –	1	1 13 –	–	– –	–	– –	15	7 14 6	16	9 7 6
Into and out of places within the District, and Docking.	533	316 18 9	10	9 19 –	1	– 14 6	–	– –	19	10 6 10	5	4 7 –	568	342 6 1
TOTAL - - -	–	354 17 9	–	68 19 3	–	52 16 6	–	163 3 8	–	132 13 5	–	75 2 10	–	847 13 5

(2.)—OUTWARDS.

From Southampton to Sea -	10	32 19 6	3	5 2 6	21	79 9 –	92	456 11 6	45	149 18 3	48	195 4 8	219	919 5 5
From Southampton to Needles -	–	– –	–	– –	2	7 1 9	20	102 5 8	–	– –	–	– –	22	109 7 5
From Southampton to Brambles	3	2 14 6	12	10 1 6	2	1 14 –	–	– –	11	13 11 –	–	– –	28	28 1 –
From Southampton to Leap -	–	– –	6	7 4 –	–	– –	–	– –	1	– 12 –	–	– –	7	7 16 –
From Southampton to Lymington.	–	– –	–	– –	–	– –	–	– –	2	3 8 –	–	– –	2	3 8 –
From Southampton to Calshot -	2	1 18 –	1	1 2 –	–	– –	–	– –	1	1 – –	–	– –	4	4 – –
From Lymington to Sea - -	–	– –	–	– –	–	– –	–	– –	1	1 14 –	–	– –	1	1 14 –
From Southampton to Motherbank.	–	– –	–	– –	–	– –	–	– –	1	– 18 –	–	– –	1	– 18 –
From Southampton to Cowes -	1	– 18 –	–	– –	–	– –	–	– –	–	– –	–	– –	1	– 18 –
From Southampton to Stoke's Bay.	–	– –	3	7 13 9	–	– –	4	10 16 –	–	– –	–	– –	7	18 9 9
From Southampton to Spithead	–	– –	3	3 2 –	–	– –	1	3 14 3	3	5 7 –	–	– –	7	12 3 3
From Southampton to Jack in the Basket.	–	– –	–	– –	1	1 16 –	–	– –	–	– –	–	– –	1	1 16 –
TOTAL - - -	–	38 10 –	–	34 5 9	–	90 – 9	–	573 7 5	–	176 8 3	–	195 4 8	–	1,107 16 10

TEIGNMOUTH.

NAMES of PILOTS.

Thomas Gasking - -	aged 57	John Kemp Gilpin - -	aged 53
Stephen Matthews - - -	50	Thomas Stigins, jun. - -	51
William Gilpin - - -	45	William Stigins - - -	51
Robert Gilpin - - - -	47	Samuel Clarke - - - -	48

Limits of License.—From Lyme to Bob's Nose, and from Bob's Nose to Lyme, and to and from and into and out of all ports and places within those limits, except the Harbour of Exmouth.

RATES.

The Rates of Pilotage are the same as printed at p. 45 of Parl. Paper, No. 264, of 1863.

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—TEIGNMOUTH—*continued.*

AMOUNT received for PILOTAGE of VESSELS in 1863.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS. COASTERS. Not Towed by Steam. No.	Amount.	Towed by Steam. No.	Amount.	OVERSEA. Not Towed by Steam. No.	Amount.	Towed by Steam. No.	Amount.	FOREIGN VESSELS. Not Towed by Steam. No.	Amount.	Towed by Steam. No.	Amount.	TOTALS. No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Sea to Harbour of Teignmouth.	114	98 16 –	124	129 19 11	2	1 13 4	9	14 7 4	5	5 13 9	6	6 7 4	260	256 17 8

(2.)—OUTWARDS.

From Harbour of Teignmouth to Sea.	84	43 9 6	89	49 13 5	–	– –	5	3 16 5	2	1 – –	5	2 17 1	185	100 16 5

WELLS.

NAMES of PILOTS.

Barber Field - - -	aged 63	John Allen - - -	aged 40
Richard Smith - - - -	53	William Green - - -	37

Limits of License.—From Burnham Overy (exclusive) westward to Morton Sluice (exclusive) eastward, and *vice versâ*; and into and out of the Harbour of Wells.

RATES.

The Rates of Pilotage are the same as printed at p. 46 of Parl. Paper, No. 264, of 1863.

AMOUNT received for PILOTAGE of VESSELS in 1863.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS. COASTERS. Not Towed by Steam. No.	Amount.	Towed by Steam. No.	Amount.	OVERSEA. Not Towed by Steam. No.	Amount.	Towed by Steam. No.	Amount.	FOREIGN VESSELS. Not Towed by Steam. No.	Amount.	Towed by Steam. No.	Amount.	TOTALS. No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Sea to Harbour of Wells -	7	4 – 4	25	10 5 8	2	1 4 –	8	4 10 8	–	– –	3	1 8 3	45	21 8 11

(2.)—OUTWARDS.

From Harbour of Wells to Sea -	15	6 17 6	24	11 6 2	1	– 12 –	2	– 17 –	1	– 6 –	1	– 7 6	44	20 6 2

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—*continued.*

WEYMOUTH.

NAMES of PILOTS.

William Smith	aged 48	Thomas J. Beale	aged 39
Edward Tizard	46	Edward Chaddock	33
John Perks	42	F. W. Smith	28
Edward Way	38	William Grant	44
Thomas Way	44		

Limits of License.—From St. Alban's Head to Lyme, and from Lyme to St. Alban's Head; and from Weymouth Harbour to Sea, and from Sea to Weymouth Harbour.

George Pulsford	aged 47
William Hallett	33

From St. Alban's Head to Lyme, and from Lyme to St. Alban's Head, and into and out of the Port of Lyme.

RATES.

The Rates of Pilotage are the same as printed at p. 47 of Parl. Paper, No. 264, of 1863.

AMOUNT received for the PILOTAGE of VESSELS in 1863.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.				TOTALS.	
	COASTERS.				OVERSEA.									
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Sea to Weymouth Roads and Portland Bay.	4	6 – –	–	– – –	6	12 2 6	–	– – –	22	40 16 6	1	2 2 –	33	61 1 –
From Weymouth and Portland Roads to Harbour.	73	106 18 6	5	7 4 6	24	39 3 6	5	7 10 –	28	41 14 9	4	6 2 6	139	208 13 9
From Sea to Lyme	31	20 11 –	–	– – –	1	– 14 –	–	– – –	1	1 13 –	–	– – –	33	22 18 –
Distance Money	–	– – –	–	– – –	–	– – –	–	– – –	3	5 3 –	–	– – –	3	5 3 –
TOTAL	–	133 9 6	–	7 4 6	–	52 – –	–	7 10 –	–	89 7 3	–	8 4 6	208	297 15 9

(2.)—OUTWARDS.

From Weymouth and Portland Roads to Sea.	–	– – –	–	– – –	8	21 10 6	1	2 2 –	12	22 – –	1	3 15 –	22	49 7 6
From Weymouth Harbour to Weymouth and Portland Roads.	13	14 4 7	1	1 19 –	5	7 13 9	1	1 9 –	14	17 10 6	3	4 – –	37	46 16 10
From Lyme to Sea	29	20 16 6	–	– – –	–	– – –	–	– – –	2	1 16 –	–	– – –	31	22 12 6
Distance Money	–	– – –	–	– – –	3	20 18 3	–	– – –	5	28 6 –	2	16 16 –	10	66 – 3
TOTAL	–	35 1 1	–	1 19 –	–	50 2 6	–	3 11 –	–	69 12 6	–	24 11 –	100	184 17 1

WOODBRIDGE.

NAMES of PILOTS.

William Clarke	aged 58	George Richardson	aged 67
James Watts	68	George Richardson, jun.	46
Micah Frost	47	Thomas Richardson, jun.	49
Henry Newson, jun.	56	William Smith	51
Thomas Newson	47	Mark Taylor	36
Robert Passiful	38	John Disbury	45

Limits of License.—From Sea over the Bar into Bawdsey Haven, and up the said Haven and River Deben to Woodbridge, and *vice versâ*.

RATES.

The Rates of Pilotage are the same as printed at p. 48 of Parl. Paper, No. 264, of 1863.

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—WOODBRIDGE—*continued.*

AMOUNT received for PILOTAGE of VESSELS in 1863.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS. COASTERS. Not Towed by Steam. No.	Amount.	BRITISH VESSELS. OVERSEA. Not Towed by Steam. No.	Amount.	FOREIGN VESSELS. Not Towed by Steam. No.	Amount.	TOTALS. No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Sea to Harbour	304	87 11 5	1	– 5 10	7	2 6 1	312	90 3 4
From Sea to Upper Quay	1	– 11 1	–	–	1	1 1 1	2	1 12 2
From Sea to Bowships	4	1 14 –	–	–	1	– 13 4	5	2 7 4
From Sea to Waldringfield	2	– 18 –	–	–	–	–	2	– 18 –
From Bowships to Lower Quay	77	22 8 2	–	–	2	– 10 5	79	22 18 7
From Bowships to Upper Quay	120	44 5 6	–	–	2	– 17 11	122	45 3 5
From Bowships to Waldringfield	2	– 15 –	1	– 5 10	1	– 11 11	4	1 12 9
From Bowships to Melton	51	23 12 11	–	–	–	–	51	23 12 11
From Bowships to Kingston	–	–	–	–	1	– 8 4	1	– 8 4
From Horse to Kingston	–	–	–	–	1	– 19 2	1	– 19 2
From Horse to Upper Quay	2	1 9 4	–	–	–	–	2	1 9 4
From Horse to Melton	2	1 2 1	–	–	–	–	2	1 2 1
Shifting Berth and Tides' Work	54	17 7 7	–	–	1	– 3 –	55	17 10 7
TOTAL	–	201 15 1	–	– 11 8	–	7 11 3	638	209 18 –

(2.)—OUTWARDS.

From Melton to Bowships	43	17 17 4	–	–	–	–	43	17 17 4
From Upper Quay to Bowships	117	38 19 3	–	–	–	–	117	38 19 3
From Lower Quay to Bowships	83	25 2 6	–	–	–	–	83	25 2 6
From Waldringfield to Bowships	–	–	1	– 7 6	–	–	1	– 7 6
From Kingston to Bowships	1	– 11 8	–	–	–	–	1	– 11 8
From Jetty to Bowships	2	– 12 11	–	–	–	–	2	– 12 11
From Upper Quay to Horse	3	1 3 9	–	–	1	– 7 11	4	1 11 8
From Lower Quay to Horse	2	1 – 8	–	–	–	–	2	1 – 8
From Kingston to Horse	–	–	–	–	1	– 12 –	1	– 12 –
From Waldringfield to Horse	1	– 17 6	–	–	1	– 12 –	2	1 9 6
From Harbour to Sea	332	94 3 6	1	– 7 6	9	3 7 1	342	97 18 1
From Upper Quay to Sea	3	1 8 6	–	–	1	– 7 11	4	1 16 5
From Lower Quay to Sea	2	– 15 4	–	–	–	–	2	– 15 4
From Kingston to Sea	–	–	–	–	1	– 9 4	1	– 9 4
TOTAL	–	182 12 11	–	– 15 –	–	5 16 3	605	189 4 2

YARMOUTH.

NAMES of PILOTS.

Abel King	aged 56	Charles Leggett King	aged 51	*Limits of License.*—In and Out of Yarmouth Harbour to the Roads, and through the different Gatways to Sea, and to and from Sea through the Gatways into Yarmouth Roads and Harbour.
Henry Leggett, jun.	67	Richard Woods	57	
Edward Shawl	73	Robert Moss	56	
Charles Leggett, jun.	69	Robert Newson	65	
Charles King	61	John Whiley	60	
John Canham	61	James Shawl Calver	66	
John Salmon	53	Samuel R. J. Mackerell	54	
John Funney King	52	James Salmon	42	
Benjamin Bensley	62	Edward King	45	
Richard Salmon	54			
James H. S. Leggett	aged 51	James Fish Wood	aged 46	*Limits of License.*—In and Out of Yarmouth Harbour to the Roads, and from Yarmouth Roads into the Harbour.
Isaac J. Shawl	68	James Shawl	66	
Edward Leggett (1)	55	Robert J. W. Halfnight	48	
Edward Leggett (2)	58	Charles Leggett	59	
Robert Woods	73	W. C. Turner	48	
Benjamin Holt	73	Richard Leggett	55	
Richard G. Garwood	45	Jeremiah King	39	
Thomas Ellis	aged 63	Barzilai Thompson	aged 53	*Limits of License.*—From Sea through the different Gatways and Channels into Yarmouth Roads, and from Yarmouth Roads through the different Gatways and Channels to Sea.
Benjamin King, jun.	56			
George Warnes	66	Stephen Steel	53	

RATES.—The Rates of Pilotage are the same as printed at p. 49 of Parl. Paper, No. 264, of 1863.

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—YARMOUTH—*continued.*

AMOUNT received for PILOTAGE of VESSELS in 1863.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.				TOTALS.	
	COASTERS.				OVERSEA.									
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Towed by Steam.		Not Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Sea or Orfordness to Roads.	2	5 12 –	3	8 4 –	18	68 17 –	6	12 1 6	116	295 1 9	10	26 – –	155	415 16 3
From Roads to Harbour	57	47 1 4	70	89 3 7	3	5 10 –	62	111 9 11	12	11 17 9	98	134 19 3	302	400 1 10
TOTAL - - -	–	52 13 4	–	97 7 7	–	74 7 –	–	123 11 5	–	306 19 6	–	160 19 3	457	815 18 1

(2.)—OUTWARDS.

From Roads to Sea -	7	11 4 11	6	10 1 7	20	28 19 3	7	9 4 –	41	60 6 5	8	10 10 6	89	130 6 8
From Harbour to Roads	11	7 6 6	55	66 5 3	1	– 18 –	22	31 8 4	6	3 13 6	61	49 12 11	156	159 4 6
TOTAL - - -	–	18 11 5	–	76 6 10	–	29 17 3	–	40 12 4	–	63 19 11	–	60 3 5	245	289 11 2

SUMMARY OF THE TRINITY HOUSE RETURNS.

As to PILOTS.

Number of Pilots in the London District - - - - -	375
Number of Pilots in the Outports - - - - - -	513
Aggregate Number - - - - -	888

As to RECEIPTS for PILOTAGE.

	INWARDS.	OUTWARDS.
	£. s. d.	£. s. d.
Amount received in London District for Pilotage -	87,589 10 2	44,871 16 5
Amount received at the Outports for - ditto -	21,805 11 10	14,424 3 3
£.	109,395 2 –	59,295 19 8

AGGREGATE RECEIPTS - - - - £. 168,691 1 8

CORPORATION OF THE TRINITY HOUSE, KINGSTON-UPON-HULL.

BYE-LAWS and REGULATIONS.

The Regulations printed at pp. 44 to 46 of Parl. Paper, No. 244 of 1859, are still in force.

NAMES of PILOTS.

Younger Brethren who are Branch Pilots:

Armstrong, Joseph -	aged 63	*Limits:* From the Humber, southward, through Yarmouth Roads, the Swin, and up to the Nore; southward through Yarmouth Roads, and into the Downs; and eastward, to the Naze of Norway, the Scaw, through the Cattegat, and up to the Sound.
Abbott, William - - -	48	*Limits:* From the Humber, northward, to Flamborough Head, Tinmouth Bar, and the Frith of Forth, up to Leith Roads; eastward, to Heligoland and the Red Buoy in the Elbe; and southward, through Yarmouth Roads, the Swin, and up to the Nore; and southward, through Yarmouth Roads and into the Downs.
Barton, Robert Acrid - -	68	*Limits:* From the Humber, southward, through Yarmouth Roads and into the Downs; southward, through Yarmouth Roads, the Swin, and up to the Nore; and eastward, to the Naze of Norway, the Scaw, through the Cattegat, and up to the Sound.
Brown, Dale - - -	54	*Limits:* From the Humber, eastward, to the Naze of Norway, the Scaw, through the Cattegat, and up to the Sound; northward, to Flamborough Head, Tinmouth Bar, and the Frith of Forth, up to Leith Roads; and southward, through Yarmouth Roads and into the Downs.
Bouch, John - - -	63	*Limits:* From the Humber, eastward, to Heligoland and the Red Buoy in the Elbe; southward, through Yarmouth Roads and into the Downs; and southward, through Yarmouth Roads, the Swin, and up to the Nore.
Bell, John - - - -	63	*Limits:* From the Humber, northward, to Flamborough Head, Tinmouth Bar, and the Frith of Forth, up to Leith Roads; eastward, to the Naze of Norway, the Scaw, through the Cattegat, and up to the Sound; and eastward, to Heligoland and the Red Buoy in the Elbe.
Brown, Matthew - - -	42	
Cammell, Henry - - -	62	
Chambers, William - -	57	
Dickinson, Isaac - - -	61	
Frankish, George - - -	59	
Graville, John - - -	60	
Gruby, Thomas - - -	52	
Keighley, Robert - - -	62	
Kelsey, Joseph - - -	64	
Parker, John - - -	61	
Sutton, George Fowler - -	67	
Shepherd, William - -	63	
Taylor, George - - -	51	
Wharton, John - - -	52	
Wells, William - - -	48	
Bell, John Richard - -	57	*Limits:* From the Humber, eastward, to Heligoland and the Red Buoy in the Elbe; eastward, to the Naze of Norway, the Scaw, through the Cattegat, and up to the Sound; and southward, through Yarmouth Roads and into the Downs.
Broadhead, George Henry -	43	*Limits:* From the Humber, eastward, to Heligoland and the Red Buoy in the Elbe; eastward, to the Naze of Norway, the Scaw, through the Cattegat, and up to the Sound; and northward, to Flamborough Head Tinmouth Bar, and the Frith of Forth up to Leith Roads.
Knowles, Richard Jordan -	50	
Bartlett, Robert - - -	53	*Limits:* From the Humber, eastward, to Heligoland and the Red Buoy in the Elbe; northward, to Flamborough Head, Tinmouth Bar, and the Frith of Forth, up to Leith Roads; and southward, through Yarmouth Roads, and into the Downs.
Brown, William - - -	34	*Limits:* From the Humber, eastward, to the Naze of Norway, the Scaw, through the Cattegat, the Sound, and Baltic, and Gulf of Finland, to Cronstadt; eastward, to Heligoland and the Red Buoy in the Elbe; and northward, to Flamborough Head, Tinmouth Bar, and the Frith of Forth, up to Leith Roads.
Cross, John - - - -	49	*Limits:* From the Humber, southward, through Yarmouth Roads, and into the Downs; eastward, to Heligoland and the Red Buoy in the Elbe; and eastward, to the Naze of Norway, the Scaw, through the Cattegat the Sound, and Baltic to Riga.
Coupland, William - -	56	*Limits:* From the Humber, northward, to Flamborough Head, Tinmouth Bar, and the Frith of Forth up to Leith Roads; eastward, to Heligoland and the Red Buoy in the Elbe; and eastward, to the Naze of Norway the Scaw, through the Cattegat, the Sound, and Baltic to Riga.
Davidson, Charles - -	57	*Limits:* From the Humber, northward, to Flamborough Head, Tinmouth Bar, and the Frith of Forth up to Leith Roads; eastward, to Heligoland and the Red Buoy in the Elbe; and eastward, to the Naze of Norway the Scaw, through the Cattegat, and up to the Sound.
Hunter, William - - -	54	
Johnson, John - - -	58	
Knight, Charles Scott - -	47	
Mayers, Thomas Orton - -	57	
North, William George - -	49	
Parker, W. Bilbie - -	62	
Pearson, Zachariah Charles -	41	
Raisbeck, William - -	69	
Smith, Thomas - - -	54	

Corporation of Trinity House of Kingston-upon-Hull—*continued.*

Names of Pilots—*continued.*		
Day, Robert	aged 57	*Limits:* From the Humber, southward, through Yarmouth Roads and into the Downs; southward, through Yarmouth Roads, the Swin, and up to the Nore; and eastward, to Heligoland and the Red Buoy in the Elbe.
Lancaster, Robert	59	
Newby, John Hudson	54	
Schofield, W. West	53	
Elder, Robert	56	*Limits:* From the Humber, southward, through Yarmouth Roads and into the Downs; eastward, to the Naze of Norway, the Scaw, through the Cattegat and up to the Sound; and eastward, to Heligoland and the Red Buoy in the Elbe.
Roberts, Robert	56	
Edmonds, Anthony	38	*Limits:* From the Humber, northward, to Flamborough Head, Tinmouth Bar, and the Frith of Forth up to Leith Roads; eastward, to Heligoland and the Red Buoy in the Elbe; and southward, through Yarmouth Roads, and into the Downs.
Hindson, Thomas	42	
Silverwood, Walter	43	
Fairburn, Daniel	72	*Limits:* From the Humber, southward, through Yarmouth Roads, the Swin, and up to the Nore; eastward, to the Naze of Norway, the Scaw, through the Cattegat, and up to the Sound; and eastward, to Heligoland and the Red Buoy in the Elbe.
Pepper, Dennis	58	
Frank, James	60	*Limits:* From the Humber, northward, to Flamborough, Tinmouth Bar, and the Frith of Forth, up to Leith Roads; eastward, to the Naze of Norway, the Scaw, through the Cattegat, and up to the Sound; eastward, to Heligoland and the Red Buoy in the Elbe; and southward, through Yarmouth Roads and into the Downs.
Fowler, George	45	*Limits:* From the Humber, southward, through Yarmouth Roads, the Swin, and up to the Nore; southward, through Yarmouth Roads and into the Downs; and eastward, to Heligoland and the Red Buoy in the Elbe.
Hurst, John	59	
Gatgens, J. Adolphus	49	*Limits:* From the Humber, northward, to Flamborough Head, Tinmouth Bar, and the Frith of Forth, up to Leith Roads; eastward, to Heligoland and the Red Buoy in the Elbe; and eastward, to the Naze of Norway, the Scaw, through the Cattegat, the Sound, and Baltic to Stockholm.
Highley, George	40	
Sutton, William Fowler	44	
Harrison, George	44	*Limits:* From the Humber, eastward, to Heligoland and the Red Buoy in the Elbe; northward, to Flamborough Head, Tinmouth Bar, and the Frith of Forth, up to Leith Roads; and eastward, to the Naze of Norway, the Scaw, through the Cattegat, the Sound, and Baltic to Riga.
Hopkinson, Joseph	53	*Limits:* From the Humber, northward to Flamborough Head, Tinmouth Bar, and the Frith of Forth, up to Leith Roads; eastward, to Heligoland and the Red Buoy in the Elbe; and eastward, to the Naze of Norway, the Scaw, through the Cattegat, the Sound, and Baltic to Danzig.
Hedgecock, W. George	39	*Limits:* From the Humber, southward, through Yarmouth Roads and into the Downs; eastward, to Heligoland and the Red Buoy in the Elbe; and eastward, to the Naze of Norway, the Scaw, through the Cattegat, and up to the Sound.
Johnson, Thomas	55	
Keetley, Thomas	68	*Limits:* From the Humber, eastward, to Heligoland and the Red Buoy in the Elbe; eastward, to the Naze of Norway, the Scaw, through the Cattegat, and up to the Sound; southward, through Yarmouth Roads and into the Downs; and southward, through Yarmouth Roads, the Swin, and up to the Nore.
Kruger, Henry Raines	51	*Limits:* From the Humber, eastward, to the Naze of Norway, the Scaw, through the Cattegat, and up to the Sound; northward, to Flamborough Head, Tinmouth Bar, and the Frith of Forth, up to Leith Roads; and eastward, to Heligoland and the Red Buoy in the Elbe.
Kruger, J. Frederick	52	*Limits:* From the Humber, northward, to Flamborough Head, Tinmouth Bar, and the Frith of Forth up to Leith Roads; eastward, to the Naze of Norway, the Scaw, through the Cattegat, the Sound, and the Baltic, to Cronstadt and Riga; and eastward, to Heligoland and the Red Buoy in the Elbe.
Leaper, Thomas	59	*Limits:* From the Humber, eastward, to the Naze of Norway, the Scaw, through the Cattegat, and up to the Sound; eastward, to Heligoland and the Red Buoy in the Elbe; and northward, to Flamborough Head, Tinmouth Bar, and the Frith of Forth, up to Leith Roads.
Marshall, Richard	72	*Limits:* From the Humber, eastward, to Heligoland and the Red Buoy in the Elbe; eastward, to the Naze of Norway, the Scaw, through the Cattegat, and up to the Sound; and northward, to Flamborough Head, Tinmouth Bar, and the Frith of Forth.
Martin, Richard Hick	43	*Limits:* From the Humber, northward, to Flamborough Head, Tinmouth Bar, and the Frith of Forth, up to Leith Roads; eastward, to Heligoland and the Red Buoy in the Elbe; and eastward, to the Naze of Norway, the Scaw, through the Cattegat, the Sound, and Baltic, to Cronstadt.
Soulsby, Richard	38	
Woolf, James Haxwell	55	
Maycock, Joseph	45	*Limits:* From the Humber, northward, to Flamborough Head, Tinmouth Bar, and the Frith of Forth, up to Leith Roads; eastward, to Heligoland and the Red Buoy in the Elbe; and southward, through Yarmouth Roads, the Swin, and up to the Nore.
Mellon, W. Townend	41	*Limits:* From the Humber, eastward, to Heligoland and the Red Buoy in the Elbe; northward, to Flamborough Head, Tinmouth Bar, and the Frith of Forth, up to Leith Roads; and eastward, to the Naze of Norway, the Scaw, through the Cattegat, the Sound, the Baltic, and Gulf of Finland, to Cronstadt.
Newton, James	41	*Limits:* From the Humber, southward, through Yarmouth Roads and into the Downs; eastward, to Heligoland and the Red Buoy in the Elbe; and eastward, to the Naze of Norway, the Scaw, through the Cattegat, the Sound, the Baltic, and the Gulf of Finland, to Cronstadt.
Raper, John Thorley	66	*Limits:* From the Humber, southward, through Yarmouth Roads, the Swin, and up to the Nore; eastward, to Heligoland and the Red Buoy in the Elbe; eastward, to the Naze of Norway, the Scaw, through the Cattegat, and up to the Sound; and northward, to Flamborough Head, Tinmouth Bar, and the Frith of Forth, up to Leith Roads.
Seaton, George	aged 44	*Limits:* From the Humber, northward, to Flamborough Head, Tinmouth Bar, and the Frith of Forth, into Leith Roads; eastward, to the Naze of Norway, the Scaw, through the Cattegat, and up to the Sound; and eastward, to Heligoland and the Red Buoy in the Elbe.

CORPORATION OF TRINITY HOUSE OF KINGSTON-UPON-HULL—*continued.*

NAMES of PILOTS—*continued.*

Toogood, James - - -	60	*Limits:* From the Humber, eastward, to Heligoland and the Red Buoy in the Elbe; southward, through Yarmouth Roads and into the Downs; and northward, to Flamborough Head, Tinmouth Bar, and the Frith of Forth, up to Leith Roads.
Toogood, James, the younger -	34	*Limits:* From the Humber, northward, to Flamborough Head, Tinmouth Bar, and the Frith of Forth, up to Leith Roads; eastward, to Heligoland and the Red Buoy in the Elbe; and eastward, to the Naze of Norway, the Scaw, through the Cattegat, and up to the Sound, and from the Sound, through the Baltic, to Cronstadt.
Todd, Henry - - -	38	*Limits:* From the Humber, southward, through Yarmouth Roads and into the Downs; northward, to Flamborough Head, Tinmouth Bar, and the Frith of Forth, up to Leith Roads; and eastward, to Heligoland and the Red Buoy in the Elbe.
White, Thomas - - -	59	*Limits:* From the Humber, eastward, to the Naze of Norway, the Scaw, through the Cattegat, and up to the Sound; eastward, to Heligoland and the Red Buoy in the Elbe; and southward, through Yarmouth Roads and into the Downs.

EAST COAST.

Along the East Coast, between the Northness of Dimlington, on the Coast of Yorkshire, and St. Edmund's Ness, on the Coast of Norfolk.

Goodson, Joseph - -	aged 34	*Limits:* From St. Edmund's Ness on the Coast of Norfolk, from the High Horn Beacon, from Wisbech Eye and from the Lower Roads of Lynn, southward, to Wintertonness; and northward, to the River Humber or the Northness of Dimlington, bearing west, and *vice versâ.*
Smith, John - - -	43	

Along the East Coast to the Southward of the Humber.

Dobson, J., the younger	aged 51	*Limits:* Along the East Coast, southward, between the entrance of the River Humber and the Northness of Dimlington, bearing west, through Boston and Lynn Deeps, as far as Blakeney.
Dobson, Charles - - -	39	
Dobson, Charles, the younger -	24	
Gurney, Mark - - -	44	
Keall, John - - -	35	
Upton, George - - -	30	

Along the East Coast to the Downs.

Brown, James - -	aged 60	*Limits:* From the Humber, northward, to Flamborough Head and Tinmouth Bar; and southward, through Yarmouth Roads and into the Downs.
Boyle, Francis Brown - -	50	
Darnell, George - - -	59	
Porter, James Francis - -	48	
Wright, John - - -	46	

Along the East Coast Northward to Leith Roads and Southward to the Downs.

Cook, Sidney - -	aged 53	*Limits:* From the Humber, northward, to Flamborough Head, Tinmouth Bar, and the Frith of Forth, up to Leith Roads; and southward, through Yarmouth Roads and into the Downs.
Hall, Robert - - -	47	
Heckenberg, John - -	42	

Along the East Coast Northward to Leith Roads and Southward to the Downs and Nore.

Abley, John - - -	aged 33	*Limits:* From the Humber, northward, to Flamborough Head, Tinmouth Bar, and the Frith of Forth, up to Leith Roads; and southward, through Yarmouth Roads and into the Downs; and southward, through Yarmouth Roads, the Swin, and up to the Nore.
Gotts, Thomas - - -	47	
Hindhaugh, George - -	40	

RATES.

The Rates of Pilotage printed at pp. 128 and 129 of Parl. Paper, No. 516 of 1855, are still in force.

CORPORATION OF TRINITY HOUSE OF KINGSTON-UPON-HULL—*continued.*

AMOUNT received for PILOTAGE of VESSELS in 1863.

TO THE HUMBER AND ALONG THE EAST COAST.

DISTANCES for which PILOTED.	BRITISH VESSELS.				FOREIGN VESSELS.		TOTALS.	
	COASTERS.		OVERSEA.					
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Boston Deeps to the Humber, or the Northness of Dimlington bearing west.	–	– – –	–	– –	2	8 12 –	2	8 12 –
From Lynn Deeps to the Humber, or the Northness of Dimlington bearing west.	–	– – –	–	– –	1	4 – –	1	4 – –
Intermediate distances within the limits above mentioned.	–	– – –	1	2 15 –	2	10 14 –	3	13 9 –
TOTAL - - -	–	– – –	1	2 15 –	5	23 6 –	6	26 1 –

FROM THE HUMBER AND ALONG THE EAST COAST.

From the Humber to Downs - - -	4	27 15 –	14	118 5 –	62	537 8 1	80	683 8 1
From the Humber to Nore - - - -	–	– – –	6	29 7 –	1	4 12 –	7	33 19 –
From the Humber, or the Northness of Dimlington bearing west, to Boston Deeps.	–	– – –	1	5 – –	18	80 8 –	19	85 8 –
From the Humber, or the Northness of Dimlington bearing west, to Lynn Deeps.	–	– – –	15	80 16 –	53	242 16 6	68	323 12 6
From the Humber, or the Northness of Dimlington bearing west, to Blakeney.	–	– – –	–	– –	1	4 – –	1	4 – –
From the Humber to Shields - - -	–	– – –	–	– –	25	80 16 –	25	80 16 –
From Sutton to Boston Deeps - - -	–	– – –	1	5 5 –	1	3 10 –	2	8 15 –
From Sutton to Lynn Deeps - - -	–	– – –	1	4 7 6	9	32 16 6	10	37 4 –
From Skegness to Boston Deeps - - -	–	– – –	1	3 15 –	–	– – –	1	3 15 –
From Skegness to Lynn Deeps - - -	–	– – –	5	14 1 –	4	9 18 –	9	23 19 –
Intermediate distances within the limits above mentioned.	–	– – –	15	35 14 3	12	24 – –	27	59 14 3
TOTAL - - -	4	27 15 –	59	296 10 9	186	1,020 5 1	249	1,344 10 10

RECEIPT and EXPENDITURE of all MONIES received in respect of Pilots or Pilotage.

Dr.	£. s. d.	*Cr.*	£. s. d.
To pilots' poundage, being 5 per cent. on the earnings of such pilots as are younger brethren of the corporation, and of the extra coasting pilots - - - - -	70 11 –	By income tax - - - - - -	2 1 1
		By balance - - - - - -	68 9 11
To income tax - - - - - -	—		
£.	70 11 –	£.	70 11 –

Note.—The above amount is carried to the general account of this corporation.

Trinity House, Hull, 7 March 1864.

Robert Gill, Warden's Clerk.

CORPORATION OF TRINITY HOUSE OF KINGSTON-UPON-HULL—*continued.*

PORT OF HULL AND RIVER HUMBER.

BYE-LAWS.—The Bye-Laws printed at pp. 107–109 of Parl. Paper, No. 516 of 1855, still remain in force.

NAMES of PILOTS.

Pilots appointed and licensed for the River Humber under the Act 2 & 3 Will. 4, c. 125.

Brown, Joseph	aged 61	Lewis, Thomas	aged 45
Booth, Thomas	57	Liversidge, William	28
Brown, Benjamin	64		
Brewis, William Henry	47	Markham, Stephen William	50
Burrows, Robert	37	Morrell, William	53
Brown, Isaac	24	Mearns, William Straton	40
Barnett, James	40	Merrikin, George	33
Barton, Edward	31		
Blenkin, Martin	36	Newham, William	41
Carr, Alexander	59	Onbridge, John	39
Collis, William	30		
Calvert, John	41	Peckitt, Robert	55
Clark, Edwin	28	Parrot, Richard	39
Calvert, Richard	25		
		Rea, William	59
Eshelby, Christopher	39	Rogers, Edward	49
Eshelby, William Morley	37	Rowan, Thomas William	35
		Robinson, James Threadgold	31
Fothergill, William	60	Rea, John	33
Frost, Edmund	51		
Featherstone, Henry Hunt	42	Smith, Robert	60
Frazer, John Robert	41	Saunders, Henry	62
		Shay, William	32
Gould, William	46	Stevenson, James	51
Good, Thomas	59	Stocks, Joseph	38
Green, William (dead)	—	Smith, John	27
Gall, Henry	14	Skelton, Thomas	35
Harvey, John	51	Thompson, Thomas William	41
Hicks, Thomas	28	Thompson, William Cockrill	28
Jenneson, Benjamin	68	Winter, John	57
Jenneson, Joseph	37	Walker, Henry	59
Jenneson, Charles	32	White, Charles	44
Johnson, John	52	Wilson, Thomas	33
		Ward, Pearson	33
Kelsey, Frederick William	48	Wilkinson, Frederick George	27
Lundie, Wellington	49	Ward, Hugh	26
Linwood, Thomas	45	Wilkin, John	28
Leng, Fisher Scott	59	Walker, John Thomas	21

Limits: Into and out of the Port of Kingston-upon-Hull, and of the Port of Great Grimsby, in the county of Lincoln, and upon any part of the River Humber below the said Port of Kingston-upon-Hull, and so far out at sea as to bring the Northness of Dimlington, on the coast of Holderness, to bear or be seen a sufficient distance clear or open of the land to the southward thereof, so as to pass clear of a certain sand or shoal, called the New Sand, and also so far along the coast to the northward thereof as the said Northness of Dimlington, and to the southward thereof as a certain point or headland on the coast of Lincolnshire, commonly called or known by the name of Donna Nook.

APPRENTICES to the *Humber* Pilotage Service.

Bond, William	aged 18	Rea, Edward	aged 19
Bonner, John William	14	Redfern, George Henry	17
Crackles, Thomas	18	Roberts, Alfred	20
Dickinson, James Thomas	15	Roberts, Edwin	16
Frost, Edmund Rogers	20		
Good, Thomas William	18	Sampson, William	19
Kelsey, Frederick William	20	Stephenson, Christopher	15
Lofley, John William	14	Wray, Thomas	18

Pilots licensed for the River Humber under the Acts 2 & 3 Will. 4, c. 105, and 12 & 13 Vict. c. 81.

Basketter, Charles	aged 43
Lamming, Wm. Hollinshed	44
Lancaster, Charles	47
Robinson, John	50

Limits: Into and out of the Port of Kingston-upon-Hull, and of the Port of Great Grimsby, in the county of Lincoln, and upon any part of the River Humber, below the said Port of Kingston-upon-Hull, and so far out at sea as to bring the Northness of Dimlington, on the coast of Holderness, to bear or be seen a sufficient distance clear or open of the land to the southward thereof, so as to pass clear of a certain sand or shoal, called the New Sand, and also so far along the coast to the northward thereof as the said Northness of Dimlington, and to the southward thereof as a certain point or headland on the coast of Lincolnshire, commonly called or known by the name of Donna Nook.

Corporation of Trinity House of Kingston-upon-Hull—*continued.*

Port of Hull—*continued.*

Masters and Mates *to whom Certificates have been granted within the limits of the Humber Pilots under the Acts 2 & 3 Will. 4, c. 105, and 12 & 13 Vict. c. 104.*

Beaumont, Benjamin Parker	aged 46	Kelsey, William	aged 48
Brown, John Heugh	60	Lidermore, George	53
Bee, Benjamin	27	Leetham, James	39
Bollands, Thomas	43	Leetham, Edward	26
Brough, Robert	30	Lamplough, William	51
Curtis, John	47	Lancaster, Robert	59
Chew, Richard	43	Lowery, Henry	35
Cuttill, James	37	Moor, Benjamin	35
Cross, John	49	M'Gregor, Charles	52
Dawson, Thomas	54	Mellon, William Townend	40
Dunipace, Robert	37	Mason, William Sample	35
Dossor, Frederick	28	Newton, James	43
Dyson, John	34	Rutter, James	35
Elder, Robert	56	Riches, Mitchel Bloye	41
Fowler, George	44	Robinson, George William	35
Fairburn, Daniel	72	Sawyer, Robert Morley	49
Forth, James	43	Sales, John	50
Foster, George	46	Soulsby, Richard	40
Ford, Frederick Horatio	48	Soulsby, George	27
Faulding, Charles	52	Soulsby, Henry	37
Gardner, John	45	Sharp, William	46
Gray, Charles Benjamin	27	Snow, William Ewart	35
Highley, George	39	Scott, Alexander	33
Hedgcock, William George	41	Silverwood, Walter	42
Hoyland, William	33	Tully, William	34
Holbrook, Robert	47	Turner, Robert Denman	33
Holbrook, Joseph	34	Woodhead, Thomas	47
Hindson, Thomas	42	Wharton, John	52
Houlton, William	44	Walkinson, William Henry	33
Hardy, Charles William	41	Wintringham, William	41
Holdridge, John	49	White, Charles Taylor	26
Hutton, Thomas	35	Watson, William	32
Jewitt, Thomas	31	Wood, John	41
Knowles, Richard Jordan	50	Wright, John	35

Limits: Into and out of the Port of Kingston-upon-Hull, and of the Port of Great Grimsby, in the county of Lincoln, and upon any part of the River Humber below the said Port of Kingston-upon-Hull, and so far out at sea as to bring the Northness of Dimlington, on the coast of Holderness, to bear or be seen a sufficient distance clear or open of the land to the southward thereof, so as to pass clear of a certain sand or shoal, called the New Sand, and also so far along the coast to the northward thereof as the said Northness of Dimlington, and to the southward thereof as a certain point or headland on the coast of Lincolnshire, commonly called or known by the name of Donna Nook.

Pilots appointed and licensed for New Holland, *in the County of* Lincoln.

Brown, Joseph	aged 61	Leng, Fisher Scott	aged 58
Booth, Thomas	57	Lewis, Thomas	45
Brown, Benjamin	64	Liversedge, William	28
Brewis, William Henry	47	Markham, Stephen William	50
Burrows, Robert	37	Morrell, William	53
Basketter, Charles	43	Mearns, William Straton	40
Brown, Isaac	24	Merrikin, George	33
Barnett, James	40	Newham, William	41
Barton, Edward	31	Owbridge, John	39
Blenkin, Martin	36	Peckitt, Robert	55
Carr, Alexander	59	Parrott, Richard	39
Collis, William	30	Rea, William	59
Calvert, John	41	Rogers, Edward	49
Clark, Edwin	28	Rowan, Thomas William	35
Calvert, Richard	25	Robinson, John	50
Eshelby, Christopher	39	Robinson, James Threadgold	31
Eshelby, William Morley	37	Rea, John	33
Fothergill, William	60	Smith, Robert	60
Frost, Edmund	51	Saunders, Henry	62
Featherstone, Henry Hunt	42	Shay, William	32
Frazer, John Robert	41	Stevenson, James	51
Gould, William	46	Stocks, Joseph	38
Good, Thomas	59	Smith, John	27
Green, William (dead)	—	Skelton, Thomas	35
Gall, Henry	34	Thompson, Thomas William	41
Harvey, John	51	Thompson, William Cockrill	28
Hicks, Thomas	28	Winter, John	57
Jenneson, Benjamin	68	Walker, Henry	59
Jenneson, Joseph	37	White, Charles	44
Jenneson, Charles	32	Wilson, Thomas	33
Johnson, John	52	Ward, Pearson	33
Kelsey, Frederick William	48	Wilkinson, Frederick George	27
Lundie, Wellington	49	Ward, Hugh	26
Lamming, William Hollinshed	44	Wilkin, John	28
Linwood, Thomas	45	Walker, John Thomas	21
Lancaster, Charles	46		

Limits: Into and out of New Holland, in the county of Lincoln, and upon any part of the Humber between New Holland aforesaid, and the Port of Kingston-upon-Hull, and also into and out of the said Port of Kingston-upon-Hull.

Corporation of Trinity House of Kingston-upon-Hull—*continued.*

Port of Hull—*continued.*

Masters *to whom Certificates have been granted for* New Holland, *in the County of* Lincoln, *under the Act* 17 *&* 18 *Vict. c.* 104.

Pepper, Henry - -	aged 48	*Limits:* Into and out of New Holland, in the county of Lincoln, and upon any part of the River Humber between New Holland aforesaid, and the Port of Kingston-upon-Hull, and also into and out of the said Port of Kingston-upon-Hull.
Rushforth, Joseph - -	34	
Smith, John - - -	42	

Masters *to whom Certificates have been granted for the* Port of Grimsby, *in the County of* Lincoln, *under the Act* 17 *&* 18 *Vict. c.* 104.

Pyman, William -	aged 32	*Limits:* Into and out of the Port of Great Grimsby, in the county of Lincoln, and upon any part of the River Humber below the said Port, and so far out at sea as to bring the Northness of Dimlington, on the coast of Holderness, to bear or be seen a sufficient distance clear or open of the land to the southward thereof, so as to pass clear of a certain sand or shoal, called the New Sand, and also so far along the coast to the northward thereof as the said Northness of Dimlington, and to the southward thereof as a certain point or headland on the coast of Lincolnshire, commonly called or known by the name of Donna Nook.
Rayner, George - -	48	
Ross, William - - -	34	

Master *to whom Certificate has been granted for the* Port of Kingston-upon-Hull, *and for the* Port of Great Grimsby, *in the County of* Lincoln, *under the Act of Parliament* 17 *&* 18 *Vict. c.* 104.

Chapman, Levi - -	aged 44	*Limits:* Into and out of the Port of Kingston-upon-Hull, and of the Port of Great Grimsby, in the county of Lincoln, and upon any part of the River Humber between the said Port of Kingston-upon-Hull and the said Port of Great Grimsby.

Master *to whom Certificate has been granted for the* Port of Kingston-upon-Hull, *and for the* River Humber, *between the said Port and* Ferriby Sluice, *under the Act* 17 *&* 18 *Vict. c.* 104.

Oswell, Thomas -	aged 30	*Limits:* Into and out of the Port of Kingston-upon-Hull, and the waters thereof, and upon any part of the River Humber between the said Port and a certain part of the said River Humber, called Ferriby Sluice, and *vice versâ.*

RATES of PILOTAGE.

HULL - - - }
NEW HOLLAND - } The Rates printed at pp. 129, 130 of Parl. Paper, No. 516 of 1855, are still in force.

GREAT GRIMSBY - The Rates printed at p. 45 of Parl. Paper, No. 354 of 1856, are still in force.

CORPORATION OF TRINITY HOUSE OF KINGSTON-UPON-HULL—*continued.*

PORT OF HULL—*continued.*

AMOUNT received for PILOTAGE of VESSELS in 1863.

PORT OF HULL.—(1.) INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.				TOTALS.	
	COASTERS.				OVERSEA.									
	Vessels Laden.		Vessels in Ballast.		Vessels Laden.		Vessels in Ballast.		Vessels Laden.		Vessels in Ballast.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From the distance at Sea where the Northness of Dimlington bears west-south-west to the northward of Kilnsea North Cliff, to Hawke Roads or Grimsby Roads	1	- 8 9	1	- 14 -	4	8 2 7	-	- - -	15	21 12 6	6	5 1 6	27	35 19 4
From the distance at Sea where the Northness of Dimlington bears west-south-west to the northward of Kilnsea North Cliff, to the Port of Kingston-upon-Hull	14	19 13 -	2	2 18 4	525	1,598 13 7	10	13 17 10	1,271	3,694 4 4	9	11 13 2	1,831	5,341 - 3
From the distance at Sea where Kilnsea North Cliff bears west-north-west to the northward of the New Sand Buoy, or the Floating Light Vessel at the entrance of the River Humber, to Hawke Roads or Grimsby Roads	-	- - -	-	- - -	-	- - -	-	- - -	1	1 - -	-	- - -	1	1 - -
From the distance at Sea where Kilnsea North Cliff bears west-north-west to the northward of the New Sand Buoy, or the Floating Light Vessel at the entrance of the River Humber, to the Port of Kingston-upon-Hull	1	1 - -	-	- - -	78	166 15 6	2	2 17 4	110	237 8 -	2	2 5 4	193	410 6 2
From the Spurn High Lighthouse bearing north-east to the Port of Kingston-upon-Hull	1	1 - -	-	- - -	51	93 9 3	1	1 18 6	54	105 9 -	1	1 12 2	108	203 8 11
From the Hawke Roads, the Buoy of the Burcome, or Grimsby Roads, to the Port of Kingston-upon-Hull	2	1 12 -	1	- 16 10	24	31 16 7	-	- - -	38	50 8 9	2	1 7 -	67	86 1 2
From Whitebooth Roads to the Port of Kingston-upon-Hull	-	- - -	-	- - -	-	- - -	-	- - -	2	1 8 6	-	- - -	2	1 8 6
Sidesworks, Attendances, &c.	-	- - -	-	- - -	-	- - -	-	- - -	-	- - -	-	- - -	-	267 11 4
TOTAL	19	23 13 9	4	4 9 2	682	1,898 17 6	13	18 13 8	1,491	4,111 11 1	20	21 19 2	2,229	6,346 15 8

Vessels changing at Hull for Ports and Places above Hull.	Number of Vessels.	Amount of Pilotage below Hull.
		£. s. d.
Amount paid by Vessels which have to take or pay for Two or more Pilots	148	313 17 3

PORT OF GRIMSBY.—(1.) INWARDS.

From the distance at Sea where the Northness of Dimlington bears west-south-west to the northward of Kilnsea North Cliff, to the Grimsby Docks	1	1 10 -	1	- 17 6	137	293 4 8	2	2 12 8	368	796 6 7	15	17 13 9	524	1,112 5 2
From the distance at Sea where Kilnsea North Cliff bears west-north-west to the northward of the New Sand Buoy, or the Floating Light Vessel at the entrance of the River Humber, to the Grimsby Docks	-	- -	1	1 3 10	14	21 5 5	-	- -	32	43 7 11	3	2 16 -	50	68 13 2
From the New Sand Buoy, or the Floating Light Vessel at the entrance of the River Humber, to the eastward of the Point where the Spurn High Lighthouse bears north-east, to the Grimsby Docks	1	- 8 8	-	- -	7	7 15 6	1	- 15 9	11	12 12 3	1	- 10 6	21	22 2 8
TOTAL	2	1 18 8	2	2 1 4	158	322 5 7	3	3 8 5	411	852 6 9	19	21 - 3	595	1,203 1 -

Corporation of Trinity House of Kingston-upon-Hull—*continued.*

Port of Hull—*continued.*

AMOUNT received for Pilotage of Vessels in 1863.

PORT OF HULL.—(2.) OUTWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.				TOTALS.	
	COASTERS.				OVERSEA.									
	Vessels Laden.		Vessels in Ballast.		Vessels Laden.		Vessels in Ballast.		Vessels Laden.		Vessels in Ballast.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Hawke Roads, or Grimsby Roads, to the distance at Sea where the Northness of Dimlington bears west-south-west to the northward of Kilnsea North Cliff	–	–	–	–	2	3 1 –	–	–	7	8 5 9	1	– 11 –	10	11 17 9
From New Holland to ditto	–	–	–	–	1	2 8 –	–	–	1	2 5 –	–	–	2	4 13 –
From the Port of Kingston-upon-Hull to the distance at Sea where Kilnsea North Cliff bears west-north-west to the northward of the New Sand Buoy, or the Floating Light Vessel at the entrance of the River Humber	71	79 3 11	63	65 13 –	259	604 6 8	149	187 – 3	950	2,059 5 10	349	394 10 6	1,841	3,390 – 2
From the Port of Kingston-upon-Hull to the Spurn High Lighthouse bearing north-east	2	1 1 –	2	1 12 8	1	1 7 –	14	12 16 6	4	4 12 –	78	64 17 6	101	86 6 8
From the Port of Kingston-upon-Hull to the Hawke Roads, the Buoy of the Burcome, or Grimsby Roads	1	– 10 –	1	– 18 –	3	4 4 –	–	–	24	27 16 8	5	3 8 8	34	36 17 4
Tidesworks, Attendances, &c.	–	–	–	–	–	–	–	–	–	–	–	–	–	221 7 11
Total	74	80 14 11	66	68 3 8	266	615 6 8	163	199 16 9	986	2,102 5 3	433	463 7 8	1,988	3,751 2 10

Vessels from Ports and Places above Hull changing at Hull.	Number of Vessels.	Amount of Pilotage below Hull.
		£. s. d.
Amount paid by Vessels which have to take or pay for Two or more Pilots	61	102 2 10

PORT OF GRIMSBY.—(2.) OUTWARDS.

From the Grimsby Docks to the distance at Sea where the Northness of Dimlington bears west-south-west to the northward of Kilnsea North Cliff	–	–	–	–	–	–	–	–	1	2 3 9	–	–	1	2 3 9
From the Grimsby Docks to the distance at Sea where Kilnsea North Cliff bears west-north-west to the northward of the New Sand Buoy, or the Floating Light Vessel at the entrance of the River Humber	9	8 6 4	15	11 16 3	93	172 5 3	31	30 7 1	417	739 17 1	144	139 19 7	709	1,102 11 7
Total	9	8 6 4	15	11 16 3	93	172 5 3	31	30 7 1	418	742 – 10	144	139 19 7	710	1,104 15 6

CORPORATION OF TRINITY HOUSE OF KINGSTON-UPON-HULL—*continued.*

PORT OF HULL—*continued.*

ACCOUNT of the RECEIPT and EXPENDITURE of all Monies received by and on behalf of the Commissioners acting under the Humber Pilot Act.

Dr.	£.	s.	d.	*Cr.*	£.	s.	d.
To balance from last annual account	753	19	11	By amount paid to pilots	9,388	3	–
To received from applicants for licenses	220	10	–	By salaries to commodore and clerk	250	–	–
To received as contributions to the superannuated pilots	195	6	–	By commission to collectors of pilotage at Grimsby, Goole, and Gainsborough	133	11	3
To received for fines and awards	13	5	–	By incidentals, as books, stationery, solicitors, taxes, tradesmen's bills, &c.	170	5	–
To gross amount of Inward pilotage	7,549	16	8	By amount paid in respect of pilot cutters	1,552	11	8
To gross amount of Outward pilotage	4,855	18	2	By pensions to superannuated pilots	280	–	–
				By weekly relief to widows	138	4	6
				By amount paid as deducted from outward pilotage for fares, apprentices' wages, victuals, oil, turpentine, boatmen, tugs, hooking, stamps, &c. &c.	774	12	–
				By balance carried to next account	901	8	4
£.	13,588	15	9	£.	13,588	15	9

19 January 1864.

W. Sharp,
Clerk to the Commissioners.

PORT OF GAINSBOROUGH.

BYE-LAWS.

The Bye-Laws printed at pp. 110–112, of Parl. Paper, No. 516 of 1855, are still in force.

NAMES of PILOTS.

John Barton - - - aged 57
Enoch Thompson - - - 56

Limits: Into and out of the Port of Gainsburgh aforesaid, and the waters thereof, and upon any part of the River Humber between the said port and a certain part of the said River Humber, called Hull Roads, and also into and out of the said roads, and upon any part thereof.

MASTERS *to whom Certificates have been granted under the Act* 17 & 18 *Vict. c.* 104.

John Clough - - - aged 37
William Gledhill - - - 24

Limits: Into and out of the Port of Gainsburgh aforesaid, and the waters thereof, and upon any part of the River Humber between the said port and a certain part of the said River Humber, called Hull Roads, and also into and out of the said roads, and upon any part thereof.

RATES.

See Parl. Paper, No. 287 of 1860, p. 54. The Rates there referred to are still in force.

CORPORATION OF TRINITY HOUSE OF KINGSTON-UPON-HULL—GAINSBOROUGH—*continued.*

AMOUNT received for PILOTAGE of VESSELS in 1863.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.				FOREIGN VESSELS.		TOTALS.	
	COASTERS.		OVERSEA.					
	Towed by Steam.		Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Hull Roads to Gainsburgh -	5	5 - 7	5	7 8 10	22	31 19 -	32	44 8 5
From Hull Roads to Places below Keadby.	2	1 - -	-	- - -	-	- - -	2	1 - -
TOTAL - - -	7	6 - 7	5	7 8 10	22	31 19 -	34	45 8 5

(2.)—OUTWARDS.

From Gainsburgh to Hull Roads -	7	9 5 4½	-	- - -	18	21 12 6	25	30 17 10½
From Places below Keadby to Hull Roads.	2	1 - -	-	- - -	2	2 2 8	4	3 2 8
TOTAL - - -	9	10 5 4½	-	- - -	20	23 15 2	29	34 - 6½

ACCOUNT of the MONIES received in respect of Pilotage.

Dr.		£. s. d.	*Cr.*	£. s. d.
Pilotage	Inwards - - - - -	45 8 5	By commission - - - - - -	6 - 11
	Outwards - - - -	34 - 6½	By boats - - - - - - -	1 12 -
			By paid pilots - - - - - -	71 - 9
			By incidentals - - - - - -	- 15 3½
	£.	79 8 11½	£.	79 8 11½

Edward Schofield, Headsman.

PORT OF GOOLE.

BYE-LAWS.

The Bye-Laws printed at pp. 112–114 of Parl. Paper, No. 516 of 1855, still remain in force.

NAMES of PILOTS.

William Clark - - aged 56
William Carter - - - 46
George Hailstone - - - 58
Thomas Jackson - - - 60
Henry Wood - - - - 54

Limits: Into and out of the Port of Goole, and the waters thereof, and upon any part of the River Humber between the said port and a certain part of the said River Humber, called Hull Roads, and also into and out of the said roads, and upon any part thereof.

CORPORATION OF TRINITY HOUSE OF KINGSTON-UPON-HULL—GOOLE—*continued.*

MASTERS and MATES *to whom Certificates have been granted under the Act* 17 & 18 *Vict. c.* 104.

Atkinson, Thomas	aged 41	Jewitt, Thomas	aged 29
Alsop, James	36	Kitchman, William	28
Brown, William	48	Lamplough, William	52
Bollands, Thomas	43	Leetham, Edward	26
Balmforth, Benjamin	31	Raddings, Thomas	50
Cherry, Peter	36	Rochett, William	34
Eckles, Leonard	51	Sales, John	50
Ellis, Joseph	54	Soulsby, George	27
Field, John	58	Tree, William	42
Frank, Robert	48	Turgoose, Christopher	33
Frank, Edward	48	Wright, Samuel	41
Hoyland, William	33	Woodhead, Thomas	23
Holdsworth, William	45	Wadsworth, Gregory Brook	47
Holdridge, John	49	Wright, John	34

Limits: Into and out of the Port of Goole, and the waters thereof, and upon any part of the River Humber between the said port and a certain part of the said River Humber, called Hull Roads, and also into and out of the said roads, and upon any part thereof.

RATES of PILOTAGE.

See p. 56 of Parl. Paper, No. 287 of 1860. The Rates there referred to still remain in force.

AMOUNT received for PILOTAGE of VESSELS in 1863.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS. COASTERS. Not Towed by Steam. No.	Amount.	Towed by Steam. No.	Amount.	BRITISH VESSELS. OVERSEA. Not Towed by Steam. No.	Amount.	Towed by Steam. No.	Amount.	FOREIGN VESSELS. Not Towed by Steam. No.	Amount.	Towed by Steam. No.	Amount.	TOTALS. No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Hull Roads to Goole.	2	1 17 6	19	14 4 2	10	13 14 6	105	140 5 2	2	2 9 –	37	63 10 8	175	236 1 –

(2.)—OUTWARDS.

From Goole to Hull Roads.	4	4 4 10	34	28 17 6	–	– –	33	50 15 6	4	5 5 –	26	36 18 4	101	126 1 2

ACCOUNT of MONIES received in respect of Pilotage.

Dr.		£. s. d.	*Cr.*	£. s. d.
To amount of Inward pilotage		236 1 –	By commission paid to pilot master	36 4 2
To amount of Outward pilotage		126 1 2	By amount paid to the pilots	315 15 –
			By boating	5 10 –
			By incidentals	4 13 –
	£.	362 2 2	£.	362 2 2

Pilot Office, Goole, January 1864.

Henry Gale.

CORPORATION OF TRINITY HOUSE OF KINGSTON-UPON-HULL—*continued.*

SPALDING.

BYE-LAWS.

The Bye-Laws printed at pp. 114-116 of Parl. Paper, No. 516 of 1855, are still in force.

NAMES of PILOTS.

Johnson, John - - aged 52 Law, George - - - 59 Steadman, Thomas - - 64 Wilkinson, Thomas - - 67	*Limits:* Into and out of the River Welland and Fosdyke Wash, and seaward thereof, through the deeps called Boston Deeps, so far as a certain buoy there called the High Horn Buoy, and including the whole distance between the said buoy and the high bridge over the said River Welland, in the Town of Spalding.

RATES of PILOTAGE.

The Rates printed at p. 58 of Parl. Paper, No. 174 of 1858, are still in force.

AMOUNT received for PILOTAGE of VESSELS in 1863.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.				FOREIGN VESSELS.		TOTALS.	
	COASTERS.		OVERSEA.					
	No.	Amount.			No.	Amount.	No.	Amount.
		£. s. d.				£. s. d.		£. s. d.
From Welland Setway to Fosdyke Bridge.	206	95 13 6	- -	nil - -	12	11 15 -	218	107 8 6

(2.)—OUTWARDS.

From Fosdyke Bridge to Welland Setway.	151	38 7 4½	- -	nil - -	12	7 18 3	163	46 5 7½

ACCOUNT of MONIES received in respect of Pilotage.

Dr.		£. s. d.	*Cr.*	£. s. d.
To gross amount received for - - - -	Inward pilotage	107 8 6	By amount paid for commission to pilot master	10 - -
	Outward pilotage	46 5 7½	By amount paid for beacons, and other expenses - - - - - - - -	7 11 11½
			By amount of pilotage paid to pilots - -	136 2 2
	£.	153 14 1½	£.	153 14 1½

John Kingston, Collector.

CORPORATION OF TRINITY HOUSE OF KINGSTON-UPON-HULL—*continued.*

PORT OF WISBECH.

BYE-LAWS.—The Bye-Laws printed in Parl. Paper, No. 516 of 1855, pp. 116–119, still remain in force.

NAMES of PILOTS.

Burrows, John	aged 53	Harvey, Richard	aged 66
Burton, James	59	Laws, Samuel	42
Butler, John	41	Pilkington, Peter	45

Limits: Into and out of the Port and Harbour of Wisbech and the waters thereof, and from the town of Wisbech, through the Cross Keys Bridge to the Lower Roads at sea, outwards; and from the said Lower Roads at sea through the Cross Keys Bridge to the said town of Wisbech, inwards; and from and to all intermediate places between the said town and the said Lower Roads.

RATES of PILOTAGE.—The Rates printed at p. 130 of Parl. Paper, No. 516 of 1855, are still in force.

AMOUNT received for PILOTAGE of VESSELS in 1863.

(1.)—INWARDS.

DISTANCES FOR WHICH PILOTED.	BRITISH VESSELS. No.	BRITISH VESSELS. Amount.	FOREIGN VESSELS. No.	FOREIGN VESSELS. Amount.	TOTALS. No.	TOTALS. Amount.
		£. s. d.		£. s. d.		£. s. d.
From the Lower Roads at Sea to the Cross Keys Bridge	78	57 13 11	20	20 13 10	98	78 7 9
From the Lower Roads at Sea to Wisbech	71	117 1 3	28	39 4 10	99	156 6 1
For extra Pilotage above the Cross Keys Bridge	3	1 8 6	-	-	3	1 8 6
For extra Pilotage below the Lower Roads at Sea	1	- 10 -	-	-	1	- 10 -
TOTAL	153	176 13 8	48	59 18 8	201	236 12 4

(2.)—OUTWARDS.

From Wisbech to the Lower Roads at Sea	36	37 12 -	15	15 15 4	51	53 7 4
From the Cross Keys Bridge to the Lower Roads at Sea	93	53 12 9	26	16 1 9	119	69 14 6
For assisting through Bridge	1	- 10 -	-	-	1	- 10 -
For extra Pilotage from the Wisbech Eye to the Bar and Float.	1	- 10 -	1	- 10 -	2	1 - -
TOTAL	131	92 4 9	42	32 7 1	173	124 11 10

ACCOUNT of the MONIES received in respect of Pilotage.

Dr.	£. s. d.	*Cr.*	£. s. d.
To gross amount received for { Inward pilotage	234 13 10	By amount paid to the pilots	361 4 2
{ Outward pilotage	123 1 10		
To amount received for pilotage inwards from Cross Keys Bridge to the town of Wisbech, under 5th Bye-law	1 8 6		
To amount received for extra pilotage inwards below the Lower Roads at sea	- 10 -		
To amount received for assisting vessels through the Cross Keys Bridge outwards	- 10 -		
To amount received for extra pilotage outwards from the Eye to the Bar and Float	1 - -		
£.	361 4 2	£.	361 4 2

Wisbech, 20 January 1864.

Fra. Jackson,
Secretary to the Sub-Commissioners of Pilotage.

Trinity House, Kingston-upon-Hull,
31 March 1864.

Edw. J. Wilson,
Secretary.

TRINITY HOUSE, NEWCASTLE-UPON-TYNE.

GENERAL REGULATIONS.

The Regulations printed in Parl. Paper, No. 516 of 1855, p. 165, are still in force.

For further Regulations, *see* p. 63 of Parl. Paper, No. 264 of 1863.

PILOTS licensed by the Trinity House for the respective Ports under its Jurisdiction.

SHIELDS.

Licensed to conduct Vessels into and out of Shields Harbour.

John Harrison (1st) - - aged 80
John Wright (1st) - - - 75

Jacob Bone - - - - - 76
George Tindle (1st) - - - 73

Andrew Taylor - - - - 44
Samuel Stewart - - - - 71

Jacob Harrison - - - - 70
Andrew Purves - - - - 70

John Donkin - - - - 70
John Marshall (1st) - - - 69

James Coates - - - - 68
John Milburn (1st) - - - 67

Jacob Burn - - - - - 65
James Burn - - - - - 65

James Morrison - - - - 64
Joseph Smith - - - - 64

Elias Stephenson - - - - 63
Thomas Young (1st) - - - 63

William Thurlbeck - - - 63
John M. Houlsby - - - - 63

Martin Stephenson - - - 62
Ralph Burn - - - - - 62

Richard Purves - - - - 61
Richard Holsby - - - - 63

William F. Chambers - - - 60
William Young (1st) - - - 60

Gibbert Young - - - - 56
Thomas Young (2d) - - - 56

Robert Tinmouth - - - - 56
Matthew L. Lawson - - - 56

John Stephenson - - - - 56
John Ramsay - - - - - 56

John Harrison (2d) - - - 56
John Morrison - - - - 56

John Chambers - - - - 56
John Peel - - - - - 56

William Wright - - - - 56
William Nevins - - - - 63

James Purves - - - aged 66
John Martin - - - - - 64
James Fife - - - - - - 60

Robert Grieves - - - - 63
James Jefferson - - - - 38
Henry Young (1st) - - - 52

Alexander Bone - - - - 51
William Young (2d) - - - 51
Robert Purves - - - - 51

Ralph Philips - - - - 51
George Burn - - - - 51
Robert Young - - - - 51

Robert Tully (2d) - - - 51
Henry Young (2d) - - - 51
Robert Bone - - - - 50

John Marshall (2d) - - - 50
Richard Harrison - - - - 48
Charles Pearson - - - - 59

James Young (2d) - - - 48
John Bone - - - - - 47
George Philips - - - - 47

James Chambers - - - - 47
James Blair (1st) - - - - 47
Andrew Harrison - - - - 47

John S. Tindle - - - - 47
William Young (3d) - - - 47
Edward Grieves - - - - 47
John Young - - - - - 47

Andrew Purves - - - - 47
Joseph Marshall - - - - 45
George Grieves - - - - 45
Richard Stephenson (1st) - - 44

John Grieves (1st) - - - 46
Benjamin Wright - - - - 45
Robert Blair - - - - - 44
James Tindle - - - - - 44

Ralph Harrison - - - - 43
John Grieves (2d) - - - 46
James Stephenson - - - - 43
John Wright - - - - - 43

John Harrison - - - - 42
Robert Milburn - - - - 43
Jacob Harrison (2d) - - - 42
William Blair - - - - 43

John Hutchinson (1st) - - aged 77
George H. Thurlbeck - - - 42
John E. Young - - - - 43

Robert Stephenson - - - 43
William C. Stephenson - - - 43
William Chambers - - - 40

George Young - - - - 42
Robert Wright - - - - 42
George Tindle - - - - 39

Henry Hart Tully - - - 39
Jacob Bone - - - - - 26
Michael Purves - - - - 44

Josh. Chambers - - - - 26
John Hutchinson (2d) - - - 53
Thomas Chambers - - - 41

Robert Taylor (2d) - - - 36
Robert W. Stephenson - - - 39
John Wright - - - - 38

Edward Ramsay - - - - 26
James E. Coates - - - - 39
John Peel - - - - - 38

John Story (2d) - - - - 29
Lancelot Burn (1st) - - - 38
Richard Purves - - - - 38

Bartholomew Taylor (2d) - - 38
William H. Thurlbeck - - - 36
Ralph Shotton - - - - 38
Michael D. Donkin - - - 36

George Tindle - - - - 36
Ralph Tindle - - - - 38
Robert Amsley Harrison - - 36
John Forster - - - - 30

Thomas H. Holsby - - - 38
William Purves - - - - 38
John Pearson - - - - 28
Robert Bone - - - - 39

John Nevins - - - - 35
John Smith - - - - - 38
Martin Purves - - - - 37
Henry Burn - - - - 33

Charles Pearson, jun. - - - 33
Ralph Burn (2d) - - - - 36
Thomas Tindle - - - - 37
James Stephenson (2d) - - - 35

TRINITY HOUSE, NEWCASTLE-UPON-TYNE—*continued.*

SHIELDS—*continued.*

Licensed to conduct Vessels into and out of Shields Harbour—continued.

William Purves	aged 37
Charles Cleet	33
James Stewart	44
Joseph T. H. A. Coates	33
William Chambers	32
William Purves	33
Charles Burn	33
Anthony Ramsay	30
William Tinmouth	29
James Purves	35
Lancelot Burn	33
Thomas Marshall	32
William Marshall	29
John Christopher Morrison	29
John Harrison	29
Thomas Stewart	28
George Smith	30
Thomas Nevens	30

From the Docks to Sea, and from Sea to the Docks.

Thomas Tinmouth	29
Michael Wheldon	35
William Freeman	31
George Emmerson	35
Benjamin Heron	28
William Smith	42
Thomas Stott	34
Matthew Routledge	47
Thomas Dawson	39

From the Docks to Sea, and from Sea to the Docks.

Thomas Freeman	aged 38
John Heron (2d)	37
Thomas Ogle Hardy	—
Francis Freeman	—
John Morton	—
Joseph Freeman (2d)	—
Thomas Purves	31
Richard Purves	33
Benjamin Hall Peel	35
Gilbert Purves	38

Pilots at Cullercoats licensed to conduct Vessels into Shields Harbour.

Robert Taylor	aged 87
Francis Story (1st)	75
Robert Story	66
Andrew Taylor	70
James Robinson	70
John Story	69
Robert Nicholson	67
William Story	64
John Redford	57
John Clark	46
Francis Story (2d)	54
William Stocks	44
John Taylor	50
Joseph Robinson	51

Licensed with Acting Orders to conduct Vessels into and out of Shields Harbour.

John Purvis	aged 43
William Young	36
John Stephenson	35
George Marshall	36
George Ayre	40
George Stephenson	52
Henry Burn	34
James Purves	37
William Purvis	38
Matthew Forster Burn	31
Samuel Holsby	33
John Purvis (1st)	28
J. Houlsly	25
Joseph Chamber	27
Edward Ramsay	27
Jacob Bone	27
John Lander Burn	27
Edward Tindle	28
William Purves	31
Jacob Burn	29
Edward Peel	28
Henry Stephenson	27
Edward Purvis	26
John Hart Burn	26
Andrew Purvis	27
James Stephenson	27
John Wells	24

From the Docks to Sea, and from Sea to the Docks. John Morton —

William Tinmouth (2d)	24
William Marshall	27
William W. Young	27
John Bone	27
William Stephenson	27
John C. Stephenson	23

RIVER TYNE.

Licensed to conduct Vessels up the River Tyne.

John Bruce	aged 77
Robert Davison	61
Alexander Donkin	71
Joseph Freeman (1st)	63
William Wilson	62
Charles Stott (1st)	61
James Watson	57
William Graham	56
John C. Watson	57
William Bedlington	53
John H. Knowles	46
Timothy Brown	57
John Heron (1st)	62
John Freeman	37
Charles Stott (2d)	37
Thomas Stott	37
Joseph Freeman (2d)	33
John Heron (2d)	35
George Wilson	26

Pilots with Acting Orders for the River Tyne Upwards.

John Peet	aged 26
John Watson	23
John Morton	24

Licensed to conduct Vessels down the River Tyne.

John Caverhill	aged 75
T. Mattison	44
Thomas Forster	63
George Robson	64
Thomas Brown	61
P. W. Wheldon	23
William Maxwell	57
William Story	56
Henry Coates	56
Roger Lumsdon	72
George Redhead	46
John Young	56
Leonard Brown	48
William Blakey	86
Thomas Wheldon	65
Martin S. Wheldon	65
Thomas Forster	65
Allan Strachan	56
John Morrison	44
Robert Donkin	61
Joseph P. Morton	44
James Morton	40
John Dixon	47
Samuel Routledge	35
Matthew B. Morton	35
John Hotter	42
Anthony Redhead	aged 41
Henry Strachan	34
William Thomas Turnbull	34
Joseph Blair	50
Joseph Blackett	44
Richard Bonner Young	33
Isaac Blakey	37
Robert Hogg	42
Edward Lumsdon	31
George Forster	32
Thomas Maxwell	31
Thomas Ogle Hardy	30
Thomas Cowan	35
James Gibson	52
William Brown	31
Thomas Wheldon	28
Moses Campbell	30
Matthew Brown	29
Robert C. Wheldon	28
William Daglish	44

Pilots with Acting Orders for the River Tyne Downwards.

Peter Lawson Wheldon	aged 24
William Strachan	23
John Brown	23

TRINITY HOUSE, NEWCASTLE-UPON-TYNE—*continued.*

SUNDERLAND.

Licensed to conduct Vessels into and out of Sunderland Harbour.

Richard Dobson	aged 85
Robert Campbell	77
Thomas Potts	76
Jacob Wake	72
William Campbell	72
W. Elliott	32
George Hopper (1st)	64
Francis Welch	69
Thomas Brown	63
James Potts	60
Charles Donkin	65
William Alder	61
George Hall	59
William Patterson	57
George Brown	65
Michael Thurlbeck (1st)	55
Thomas Watson	65
Richard Taylor	60
John Thurlbeck	55
Richard H. Jobling	59
William Jones	64
Henderson Brown	60
J. Welch	—
John Metcalf	57
James Campbell	65
John Dodds	60
Thomas Welch	48
Henry Rush	52
Edward Brown	57
Charles Alder	65
Thomas Brown	60
Henry Dodds	54
William Allison	51
Michael Brass	50
Joseph Henry	53
William Watson (1st)	55
John Wayman	66
Thomas Donkin	57
Michael Thurlbeck (2d)	49
John Lindsay	58
George Thurlbeck	47
William Jemison	67
John Alder	64
Guy Potts	59
Thomas Rowell	56
Thomas Potts	51
James Johnson	66
William Hall	61
Henry Kidney	64
Michael Thurlbeck (3d)	48
John Brown	46
Michael Hall	48
Matthew Rush	48
Robert Thurlbeck	47
W. Patterson	24
John Scott	47
Edward Morley	44
Francis Taylor	53
William Wake	46
William Scott	45
John Carter	46
George Scott	47
George Gibbons	59
John Smith	52
William Young	51
John Jackson	53
Robert Parker	55
Thomas Sutton	52
William Potts	aged 47
William Davison	68
Dixon Hall	63
Henry Jones	47
Thomas Bambrough	54
Thomas Wilson	60
William Milburn	70
George Metcalf	53
T. Sutton	—
William Watson	72
John Dobson	45
John Morley	47
William Rowell	50
William Welch	48
George Hopper	44
Thomas Donkin	53
Francis Appleby	43
Thomas Wilson	66
Edward Brown	41
Thomas Potts	37
John Metcalf	39
Edward Brown	37
James Liddle	38
John Donkin	46
Robert Lindsay	37
George R. Dodds	38
Matthew Wake	42
Edward Henry	53
George Wilson	53
James Dixon	53
Thomas Potts	42
Shadworth Brown	41
Robert Brown	41
Edward H. Scott	40
Alexander Campbell	39
John Henry	43
Robert Young	49
George Hunter	46
William Nell	51
Joseph Parkin	52
Ralph Stafford	52
Richard Pallas	52
William Henry, jun.	35
George Dodds	47
William Brown	37
Richardson Gibbons	35
Edward Brown	37
Robert Noble	35
William Wilson	35
Edward Mordy	43
Paul Wayman	35
Thomas Williamson Wilson	37
William Davison	39
William Hopper	36
Henry Brown	35
Edward Brown	36
George Hopper	47
William Brown	37
Charles Alder	40
John Gills	33
George Gibbons	34
William Alder	39
William Rush	32
Thomas Brown Pattinson	30
William Brown	32
James Morley	31
Matthew Metcalf (1st)	31
William Hunter	52
James L. Atkinson	49
William Brown	40
Edward Brown (2d)	aged 3
George Thompson	4
John Shotton	4
William Brown	4
Henry Metcalf	4
Richardson Donkin	4
Thomas Scott	3
John Brown Pattison	2
Atchison Scott	2
Featherstone Moore	3
William Thurlbeck	3
James Davison	3
John Cuthbertson Scott	2
Mathan Thompson	3
Matthew Brown	3
Thomas Thurlbeck	3
Matthew Donkin	2
James Elliott	2
Thomas Hopper	2
Robert Alder	3
William Brown	3
Matthew Metcalf (2d)	3
George Lindsay	3
Thomas Wrightson	3
William Willing	3
James Brown	3
Robert Henry Thompson	3
Simon Williamson Dixon	3
James M'Intosh	3
Thomas Donkin	3
William Ellemore	3
Harrison Thurlbeck	3
John Sanderson	—
Fairly Downs	22

Pilots with Acting Orders for Sunderland.

Thomas Carter	aged 38
William Patterson	25
John Munday Wake	25
John Tindle Dodds	25
Thomas Sutton	29
Thomas Donkin	28
William Elliott	34
Fairley Downs	24
John Welch	33
William Watson	24
Parker Donkin	24
William Wilson	25
Henry Rowell	25
John Carter	23
Thomas Willing	32
George Stafford	23
Robert Gills	24
Anthony Harrison	29
James Brown	25
George Thompson	25
Hutchinson Jobling	31
William Dodds	25
James Rush	24
Joseph Lindsay	24
James Septimus Hopper	24
James Taylor	20
Robert Brown	28
Thomas B. Hurlbeck	20
Thomas Wilson	27
Edward Allison	29
John Jobling	21

TRINITY HOUSE, NEWCASTLE-UPON-TYNE—*continued.*

SEAHAM.

Licensed to conduct Vessels into and out of Seaham Harbour.

The Persons mentioned at p. 57 of Parl. Paper, No. 243 of 1861, are still acting, with the exception of Richard Hunter.

With Acting Orders for Seaham Harbour.

Robert Scott	aged 32
John Dobson	30
Francis Appleby	29
Frederick Quilter	26
George Scott	26
J. Marshall	aged 23
Thomas Dobson	24
John Hudson	22
Robert Ellamore	22
Thomas Appleby	22

HARTLEPOOL.

Licensed to conduct Vessels into and out of Hartlepool Harbour.

Thomas Watt (1st)	aged 85
Robert Hodgson (1st)	70
Richard Pounder (1st)	80
Robert Hunter	66
Richard Hodgson	65
John H. Robinson	57
Robert Pounder (1st)	64
John Horsley (1st)	68
Michael Denton	65
William Spence	61
Robert Pounder (2d)	57
Joseph Snowdon	65
Thomas Watt (2d)	53
George Horsley	61
Maddison Horsley	54
Thomas Cooper	49
John D. Watt	49
Robert Spence	57
Johnston Boagey	58
Thornton Bulmer	57
Michael Snowdon	48
Thomas Pounder	50
James Pounder (1st)	46
Robert Hodgson (2d)	43
William Hodgson (1st)	44
William Watt	aged 44
Francis Boagey	47
William Hodgson (2d)	41
Robert Hunter	43
Francis Watt	42
Archibald Hunter	54
Thomas Horsley (1st)	55
Cuthbert Snowdon	49
John Hodgson	41
Peter Watt	38
Thomas Pounder	39
Thomas Hodgson	39
Matthew Lamb	39
Cuthbert Coulson	40
William Pounder	40
Richard Robinson	37
Thomas Pounder	43
William Coulson	38
Matthew Hunter	46
Robert Boagey	36
John Snowdon Robson	38
James Harrison	40
John Horsley	34
Selvey Boagey	34
Richard Hunter	34
Thomas Watt	44
Bartholomew Huntridge	39
Thomas Horsley	aged 36
Cuthbert Hodgson	33
John Horsley	33
George Horsley (1st)	33
George Horsley (2d)	34
Andrew Robson	—
Thomas Pounder	28
Robert Pounder	30
Eden Heron Pounder	29
Robinson Carter	28
William Snowdon	30
John Boagey	30
William Horsley	31
John Hunter Robinson	30
Samuel Hodgson	28
David Spence	28

With Acting Orders for Hartlepool.

Henry Hood	aged 34
Hunter Boagey	28
David Spence	29
Richard Pounder	30
Robert Spence	26
Thomas Watt	27
Matthew Horsley	30
George Watt	24
Luke Denton	26

WEST HARTLEPOOL.

Licensed to conduct Vessels into and out of West Hartlepool Harbour and Docks.

The Persons mentioned at p. 58 of Parl. Paper, No. 243 of 1861, are still acting, with the addition of—

Thomas Hodgson	aged 38	Henry Revely	aged —
Robert Corner	—	Geo. Robinson	27

With Acting Orders for West Hartlepool and Docks.

The Persons mentioned at p. 58 of Parl. Paper, No. 243 of 1861, are still acting, with the addition of—

Robert Storrow	aged —	James Pounder	aged —
Robert Horsley	23	Thos. Chambers	27

STOCKTON.

Sea Pilots licensed to conduct Vessels into and out of the Tees.

George Robinson	aged 73
Henry Guy	77
George Allen	72
Slater Potts	70
William Burnicle (1st)	72
Andrew Ditchburn	70
Robert Sheldon	70
Joseph Carter	69
Henry Sheldon	66
George Clark	58
John Dixon	60
Matthew E. Clark	42
William Burnicle (2d)	37
William Dixon	39
Robert Cass	aged 38
Robert Shieldon	40
John Wilson	39
John Spurr Dixon	37
Anthony Davison	35
Robert Clarke	34
James Carter	35
John Lister	71
William Hood	70
James Lithgo	61
William Brown	67
Robert Bulmer	52
Joseph Burnicle	40
William Guy	—

Sea Pilot with Acting Order for the Tees.

Matthew Lamb	aged 45

Licensed to conduct Vessels up and down the River Tees.

John Lister	aged 60
John Duncan	55
William Brown	61
George Donkin	58
William Burnicle	58
Richard Haddock	61
William Davison	51
Alexander Donkin	46
Mark Davison	45
Joseph Wass	48
John Dalkin	59
Thomas Sheraton	69
William Allison	74
Charles C. Duncan	39
James Finlay	55
Thomas Lister	29
Thomas Harrison	30

TRINITY HOUSE, NEWCASTLE-UPON-TYNE—*continued.*

WHITBY HARBOUR
BLYTH HARBOUR
HARTLEY HARBOUR
WARKWORTH HARBOUR
ALNMOUTH
NORTH SUNDERLAND

The Persons mentioned at pp. 58 and 59 of Parl. Paper, No. 243 of 1861, are still acting in each of these districts respectively, with the exception of M. Burn, William Dalmahoy, Jasper Tate, and John Burn, at Blyth District.

CAMBOISE HARBOUR.

Licensed to conduct Vessels into and out of Camboise Harbour.

The Persons mentioned at p. 56 of Parl. Paper, No. 270 of 1862, are still acting.

HOLY ISLAND.

Licensed to conduct Vessels into and out of Holy Island.

The Persons mentioned at p. 59 of Parl. Paper, No. 243 of 1861, are still acting, with the exception of John Beadnell (1st), Thos. Cromarty, Math. Cromarty, Robert Smith, and Wm. Smith. George Douglas, aged 39, has been appointed.

NORTH SEA AND EAST COAST OF ENGLAND.

Licensed to conduct Vessels in the North Sea and East Coast of England.

Andrew Moore	aged 70
James J. Moffatt	54
Ralph Wrightson	55
James Crute	54
John Corbett	57
Edward Temperley	55
Edward Watson Gray	49
John M'Donald	54
Edward Kirpup	58
James Leath	48
Robert Storey	69
David Reed	62
John Hunter	69
John Cook	54
John Needham	58
Richard Fishwick	65
John Meldrum	49
Robert Wilson	62
Anthony Moffatt	56
James Wintrim	56
George Marshall	58
John Frederick	61
Emanuel Spence	58
William Grieves	53
James Smith	aged 55
George Telford	52
John Cook	53
James Errington Ritchie	51
John Scott	52
Isaac Wallis	39
George Donkin	60
William Skipsey	69
Ralph Jackson	45
George Elliott	46
Richard C. G. Leighton	63
Joshua Stessens	49
Henry Purves	42
William Tully	53
T. R. B. Embleton	—
George Stephenson	50
John Bell Logan	54
Thomas Spencer	55
William Allen	66
Robert Pike	43
John Cunningham	48
William Robinson Thornton	49
Samuel Pethey	64
Edward Lowes	48
Thomas Bainbridge	62
William Taylor	43
Francis Elliott	—
William Pearson	aged 50
Thomas Christopher Murray	59
Joseph London	47
John Bell (1st)	48
Charles Julius Brandt	50
John Bell (2d)	58
James Jackson	45
William Humble	52
Daniel King	54
Thomas Eltringham	43
Samuel Davison	56
John Soney Kelso	58
George Pottinger	46
Thomas Dowell	64
John Elliott	49
Thomas Chason	53
George Gibb	54
John Pattinson	68
William Hurrell	43
James Young	49
Alexander Scott	40
George Elliott	51
George Hindhaugh	47
William Greig Smith	59
George Humphrey	43
George Hunter	—

MASTERS OF HOME TRADE PASSENGER SHIPS Licensed to pilot their own Vessels.

Thomas Thompson Joseph Pratt Robert Colledge Andrew Minto Jeremiah Hudson Andrew Linklater Henry R. Glenny Jeremiah Hudson George W. Minto	*Limits:*—Into and out of Shields Harbour.
James Swallow	*Limits:*—Into and out of Whitby.

RATES of PILOTAGE.—The Rates printed at p. 171 of Parl. Paper, No. 516 of 1855, are still in force.

TRINITY HOUSE, NEWCASTLE-UPON-TYNE—*continued.*

AMOUNT received for PILOTAGE of VESSELS in 1863.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.				FOREIGN VESSELS.		TOTALS.	
	COASTERS.		OVERSEA.					
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Sea to Shields	2,682	1,607 1 3	692	488 3 5	2,602	1,692 16 9	5,976	3,788 1 5
From Shields to Newcastle	809	520 8 3	213	157 17 7	1,495	895 1 1	2,517	1,573 6 11
From Sea to Sunderland	664	374 19 6	164	93 10 9	490	314 19 5	1,318	783 9 8
From Sea to Seaham	2,560	1,312 16 3	134	65 16 6	110	52 19 –	2,804	1,431 11 9
From Sea to Hartlepool	1,459	801 17 5	102	68 – 2	795	444 11 5	2,356	1,314 9 –
From Sea to Hartlepool West Docks	1,719	909 2 10	654	448 9 10	727	460 12 8	3,100	1,818 5 4
From Sea to Middlesbro'* / From Sea to Stockton	140	123 19 1	54	42 10 6	640	399 12 2	834	566 1 9
From Sea to Whitby	589	223 2 3	43	21 19 6	6	2 19 8	638	248 1 5
From Sea to Blyth	594	295 7 –	187	97 3 –	156	78 2 5	937	470 12 5
From Sea to Warkworth	100	43 6 6	77	34 19 –	17	6 2 1	194	84 7 7
From Sea to North Sunderland	25	11 17 6	–	–	–	–	25	11 17 6
From Sea to Seaton Sluice	8	5 10 –	–	–	–	–	8	5 10 –
From Sea to Alnmouth	11	6 17 3	1	– 12 6	2	1 1 10	14	8 11 7
From Sea to North Sea and East Coast	7	41 – –	–	–	–	–	7	41 – –
From Sea to Holy Island	194	94 11 9	7	4 14 9	3	1 16 3	204	101 2 9
	11,561	6,371 16 10	2,328	1,523 17 6	7,043	4,350 14 9	20,932	12,246 9 1

(2.)—OUTWARDS.

From Shields to Sea	3,474	3,159 6 3	1,972	1,858 1 8	2,595	2,040 – –	8,041	7,057 7 11
From Newcastle to Shields	1,560	1,137 2 8	329	266 12 10	1,162	729 11 4	3,051	2,133 6 10
From Sunderland to Sea	1,206	1,033 2 6	514	426 13 2	494	408 10 4	2,214	1,868 6 –
From Seaham to Sea	2,760	2,106 17 –	122	97 4 3	104	71 – 6	2,986	2,275 1 9
From Hartlepool to Sea	1,155	996 5 11	155	149 2 –	639	505 3 3	1,949	1,650 11 2
From Hartlepool West Docks to Sea	1,537	1,313 2 11	565	481 14 5	395	308 16 3	2,497	2,103 13 7
From Middlesbro' to Sea* / From Stockton to Sea	234	222 6 7	164	176 5 –	699	516 9 2	1,097	915 9 –
From Whitby to Sea	479	183 9 5	42	21 – 5	5	2 12 10	526	207 2 8
From Blyth to Sea	426	329 12 6	342	288 4 9	152	108 – 7	920	725 17 10
From Warkworth to Sea	36	28 – 3	148	115 – 9	17	11 2 1	201	154 3 1
From North Sunderland to Sea	11	5 – 6	–	–	–	–	11	5 – 6
From Seaton Sluice to Sea	6	3 5 –	–	–	–	–	6	3 5 –
From Alnmouth to Sea	11	4 4 6	1	– 8 9	2	– 14 4	14	5 7 7
From North Sea and East Coast to Sea	8	62 10 –	183	1,326 5 –	119	745 10 –	310	2,134 5 –
From Holy Island to Sea	185	90 17 9	6	4 2 3	3	1 16 3	194	96 16 3
	13,088	10,675 3 9	4,543	5,210 15 3	6,386	5,449 6 11	24,017	21,335 5 11

TOTAL NUMBER of BRITISH and FOREIGN VESSELS Piloted into the above Ports.

Vessels.	No. of Vessels.	Total Pilotage.
		£. s. d.
English	13,889	7,895 14 4
Foreign	7,043	4,350 14 9
TOTAL	20,932	12,246 9 1

TOTAL NUMBER of BRITISH and FOREIGN VESSELS Piloted out of the above Ports.

Vessels.	No. of Vessels.	Total Pilotage.
		£. s. d.
English	17,631	15,885 19 –
Foreign	6,386	5,449 6 11
TOTAL	24,017	21,335 5 11

* Middlesbro' and Stockton are included in one Return, the Pilots being licensed for the Tees.

TRINITY HOUSE, NEWCASTLE-UPON-TYNE—*continued.*

ACCOUNT of the RECEIPT and EXPENDITURE of MONIES received in respect of Pilots and Pilotage.

NEWCASTLE-ON-TYNE.

Dr.	£.	s.	d.	*Cr.*	£.	s.	d.
To amount brought forward	10,995	16	4	By amount paid for salaries of secretary, clerk, and other officers	216	–	–
To amount received as contribution to superannuation or widows' fund	280	16	6	By amount paid for rent of offices, &c.	31	5	–
To amount received from Whittle Dene Water Company as interest	133	13	9	By amount paid for pensions or superannuations	284	10	–
To amount received from River Tyne Commissioners as interest	232	–	–	By balance carried to next account	11,233	17	1
To amount received from Union Bank as interest	123	5	6				
£.	11,765	12	1	£.	11,765	12	1

SHIELDS.

Dr.	£.	s.	d.	*Cr.*	£.	s.	d.
To amount brought forward	8,518	1	6	By amount paid for salaries of secretary, clerk, and other officers	229	2	10
To amount received as contribution to superannuation or widows' fund	433	8	6	By amount paid for rent of offices, &c.	36	12	5
To amount received from interest from River Tyne Commissioners	150	2	6	By amount paid for pensions or superannuations	562	10	–
To amount received from dividends on Consols	148	10	–	By balance carried to next account	8,446	2	3
To amount received from interest from the Union Bank	24	5	–				
£.	9,274	7	6	£.	9,274	7	6

SUNDERLAND.

Dr.	£.	s.	d.	*Cr.*	£.	s.	d.
To amount received as contribution to superannuation or widows' fund	53	1	6	By balance brought forward from last account	788	10	–
To balance carried to next account	1,021	4	4	By amount paid for salaries of secretary, clerk, and other officers	200	–	–
				By amount paid for rent of offices, &c.	32	6	7
				By amount paid for pensions or superannuations	53	9	3
£.	1,074	5	10	£.	1,074	5	10

NORTH SUNDERLAND.

Dr.	£.	s.	d.	*Cr.*	£.	s.	d.
To balance carried to next account	145	4	7	By amount of balance brought forward	122	4	7
				By amount paid for salaries of secretary, clerk, and other officers	23	–	–
£.	145	4	7	£.	145	4	7

TRINITY HOUSE, NEWCASTLE-UPON-TYNE—*continued.*

ACCOUNTS—*continued.*

SEAHAM.

Dr.	£.	s.	d.	*Cr.*	£.	s.	d.
To amount brought forward - - -	186	–	–	By amount paid for salaries of secretary, clerk, and other officers - - -	20	–	–
To amount received as contribution to superannuation or widows' fund - - - -	25	10	–	By amount paid for pensions or superannuations - - - - - - - -	6	1	–
To amount received from River Tyne Commissioners as interest - - - - -	6	1	10	By balance carried to next account - -	192	15	10
To amount received from Union Bank as interest - - - - - - - -	1	5	–				
£.	218	16	10	£.	218	16	10

HARTLEPOOL.

Dr.	£.	s.	d.	*Cr.*	£.	s.	d.
To amount brought forward - - -	408	12	6	By amount paid for salaries of secretary, clerk, and other officers - - -	20	–	–
To amount received as contribution to superannuation or widows' fund - - - -	76	12	6	By amount paid for rent of offices, &c. -	12	18	–
To amount received from River Tyne Commissioners as interest - - - - -	10	6	9	By amount paid for pensions or superannuations - - - - - - - -	12	–	3
To amount received from Union Bank as interest - - - - - - - -	7	8	–	By balance carried to next account - -	458	1	6
£.	502	19	9	£.	502	19	9

WEST HARTLEPOOL.

Dr.	£.	s.	d.	*Cr.*	£.	s.	d.
To amount brought forward - - -	69	14	6	By amount paid for salaries of secretary, clerk, and other officers - - -	20	–	–
To amount received as contribution to superannuation or widows' fund - - -	24	–	–	By amount paid for rent of offices, &c. -	3	11	–
To amount received from Union Bank as interest - - - - - - - -	1	15	–	By balance carried to next account - -	71	18	6
£.	95	9	6	£.	95	9	6

TEES.

Dr.	£.	s.	d.	*Cr.*	£.	s.	d.
To amount brought forward - - -	541	19	6	By amount paid for salaries of secretary, clerk, and other officers - - -	20	–	–
To amount received as contribution to superannuation or widows' fund - - -	13	–	–	By amount paid for rent of offices, &c. -	2	5	–
To amount received from River Tyne Commissioners as interest - - - - -	25	16	3	By amount paid for pensions or superannuations - - - - - - - -	22	2	6
To amount received from Union Bank as interest - - - - - - - -	2	–	–	By balance carried to next account - -	538	8	3
£.	582	15	9	£.	582	15	9

TRINITY HOUSE, NEWCASTLE-UPON-TYNE—*continued.*

ACCOUNTS—*continued.*

WHITBY.

Dr.	£.	s.	d.	*Cr.*	£.	s.	d.
To amount received as contribution to superannuation or widows' fund - - -	16	–	–	By balance brought forward from last account	75	8	11
				By amount paid for salaries of secretary, clerk, and other officers - - -	21	5	–
To balance carried forward to next account	114	17	9	By amount paid for rent of offices, &c. -	9	15	10
				By amount paid for or in respect of pilot boats, buoys, &c. - - - - -	5	–	–
				By amount paid for pensions or superannuations - - - - - - - -	19	8	–
£.	130	17	9	£.	130	17	9

BLYTH.

Dr.	£.	s.	*Cr.*	£.	s.	d.
To balance carried to next account - -	114	14	5	By balance brought forward from last account	81	6	11
			By amount paid for rent of offices, &c. -	33	7	6
£.	114	14	5	£.	114	14	5

WARKWORTH.

Dr.	£.	s.	d.	*Cr.*	£.	s.	d.
To balance carried to next account - -	110	16	1	By amount brought forward from last account	82	15	9
				By amount paid for salaries of secretary, clerk, and other officers - - -	20	–	–
				By amount paid for rent of offices, &c. -	8	–	4
£.	110	16	1	£.	110	16	1

HOLY ISLAND.

Dr.	£.	s.	d.	*Cr.*	£.	s.	d.
To balance carried to next account - -	68	2	10	By amount of balance brought forward -	48	2	10
				By amount paid for salaries of secretary, clerk, and other officers - - -	20	–	–
£.	68	2	10	£.	68	2	10

30 January 1864. *James Gordon*, Under Secretary.

PORT OF ARUNDEL.

REGULATIONS issued by the COMMISSIONERS of the Port.

The Regulations printed at p. 63 of Parl. Paper, No. 243 of 1861, are still in force.

NAMES of PILOTS.

The Persons mentioned at p. 71 of Parl. Paper, No. 264 of 1863, are still acting.

RATES.

The Rates of Pilotage are the same as printed at p. 70 of Parl. Paper, No. 174 of 1855.

AMOUNT received for PILOTAGE of VESSELS in 1863.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.						FOREIGN VESSELS.				TOTALS.	
	COASTERS.				OVERSEA.							
	Not Towed by Steam.		Towed by Steam.				Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.			No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.				£. s. d.		£. s. d.		£. s. d.
om Sea to Harbour (Littlehampton).	67	44 7 4	13	11 1 5	-	nil -	14	9 7 -	1	1 9 8	95	66 5 5
om Sea to Ford and beyond Ford.	26	23 19 -	5	5 13 1	-	- -	2	1 19 2	-	- -	33	31 11 3
TOTAL - - -	93	68 6 4	18	16 14 6	-	- -	16	11 6 2	1	1 9 8	128	97 16 8

(2.)—OUTWARDS.

om Harbour (Littlehampton) to Sea.	67	22 19 7	10	4 3 6	-	nil -	15	5 8 4	-	- -	92	32 11 5
om Ford and beyond Ford to Sea.	30	14 8 4	1	- 14 9	-	- -	2	1 9 7	-	- -	33	16 12 8
TOTAL - - -	97	37 7 11	11	4 18 3	-	- -	17	6 17 11	-	- -	125	49 4 1

Note.—The Pilots receive their own fees, &c.

28 January 1864. *Richard Holmes*, Clerk.

PORT OF BERWICK.

BYE-LAWS.

The Bye-Laws printed at p. 86 of Parl. Paper, No. 516 of 1855, are still in force.

NAMES of PILOTS.

The Persons named at p. 72 of Parl. Paper, No. 264 of 1863, are still acting, with the exception of Peter Burgon, sen.

RATES.

The Rates of Pilotage are the same as printed at p. 72 of Parl. Paper, No. 264 of 1863.

PORT OF BERWICK—*continued.*

AMOUNT received for PILOTAGE of VESSELS in 1863.

As Pilotage is not now compulsory, no record or account is kept, nor are there any means of making a return.

ACCOUNT of MONIES Received and Expended.

Dr.	£. s. d.	*Cr.*	£. s. d.
To amount of fees received from applicants for licenses and certificates - - -	1 – –	By amount paid for salaries of secretary, clerk, and other officers - - -	1 – –

12 February 1864. *Richard Holmes*, Clerk.

PORT OF BOSTON.

BYE-LAWS and RATES of PILOTAGE.

The Bye-Laws and Rates printed at pp. 88, 89, of Parl. Paper, No. 516 of 1855, are still in force.

NAMES of PILOTS.—The Persons mentioned at p. 67 of Parl. Paper, No. 287 of 1860, are still acting, with the exception of William Nundy and Robert Snowden, who, although still holding their licenses, do not act as Pilots.

AMOUNT received for PILOTAGE of VESSELS in 1863.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.				FOREIGN VESSELS.		TOTALS.	
	COASTERS.		OVERSEA.					
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
	About	£. s. d.	About	£. s. d.	About	£. s. d.	About	£. s. d.
From High Horn to Boston (11 miles) - -	142	90 13 10	19	8 15 –	15	13 3 6	176	112 12 4

(2.)—OUTWARDS.

From Boston to High Horn (11 miles) - -	About 168	102 13 7	About 17	6 3 6	About 15	6 7 6	About 200	115 4 7

No account can be given as regards the vessels towed by steam, as the Steam Towing Company render no account to the Harbour Commissioners.

ACCOUNT of the RECEIPT and EXPENDITURE of all MONIES received by or on behalf of PILOTAGE.

Dr.	£. s. d.	*Cr.*	£. s. d.
To balance brought from last account - -	146 4 9	By amount paid for salaries of clerk and other officers - - - - - -	50 11 –
To gross amount received for Inward pilotage	112 12 4	By amount paid for or in respect of pilot boats, &c., and tradesmen's bills - -	223 19 7
To gross amount received for Outward pilotage	115 4 7	By amount received by pilots for piloting ships trading to this port, for the year 1863	227 16 11
To amount received from other sources: on one penny per ton on coal and merchandise -	172 17 1	By balance carried to next account - -	44 11 3
£.	546 18 9	£.	546 18 9

20 April 1864. *George York*, Clerk.

PORT OF BRISTOL.

BYE-LAWS and RATES of PILOTAGE.

The Bye-Laws printed at pp. 90–94, and the Rates at pp. 91, 92, of Parl. Paper, No. 516 of 1855, are still in force.

NAMES of PILOTS.

See p. 73 of Parl. Paper, No. 264 of 1863. George Carey, jun., has died, and Thomas Howland been dismissed.

NAMES of APPRENTICES.

See p. 73 of Parl. Paper, No. 264 of 1863. James Hunt, F. Thomas, and George Dickens have ceased to act.

AMOUNT received for PILOTAGE of VESSELS in 1863.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS. COASTERS.*	BRITISH VESSELS. OVERSEA. No.	BRITISH VESSELS. OVERSEA. Amount.	FOREIGN VESSELS. No.	FOREIGN VESSELS. Amount.	TOTALS. No.	TOTALS. Amount.
			£. s. d.		£. s. d.		£. s. d.
From Lundy to Swansea District	Nil	19	83 4 –	49	195 5 –	68	278 9 –
From Lundy to Bridgwater District	–	2	11 14 6	5	22 15 –	7	34 9 6
From Lundy to Cardiff District	–	41	260 6 –	63	335 12 6	104	595 18 6
From Lundy to Newport District	–	11	96 13 –	10	73 16 –	21	170 9 –
From Lundy to Kingroad	–	45	286 18 –	49	295 11 –	94	582 9 –
From Lundy to Cumberland Basin	–	329	2,622 4 3	291	2,344 1 3	620	4,966 5 6
From Coombe to Cardiff District	–	–	–	4	10 9 6	4	10 9 6
From Coombe to Kingroad	–	–	–	3	13 16 –	3	13 16 –
From Coombe to Cumberland Basin	–	24	121 – 6	13	58 13 6	37	179 14 –
From Minehead to Kingroad	–	1	1 3 –	2	5 11 6	3	6 14 6
From Minehead to Cumberland Basin	–	34	106 19 –	17	50 16 6	51	157 15 6
From Holmes to Kingroad	–	3	4 1 –	3	2 11 6	6	6 12 6
From Holmes to Cumberland Basin	–	36	85 17 6	39	79 14 –	75	165 11 6
From Cardiff to Cumberland Basin	–	2	3 13 6	4	13 19 6	6	17 13 –
From Kingroad to Cumberland Basin	–	67	92 16 6	107	132 6 9	174	225 3 3
TOTAL	–	614	3,776 10 9	659	3,634 19 6	1,273	7,411 10 3

(2.)—OUTWARDS.

From Cumberland Basin to Kingroad	Nil	9	11 8 –	–	–	9	11 8 –
From Cumberland Basin to Newport District	–	47	136 3 3	15	39 17 6	62	176 – 9
From Cumberland Basin to Cardiff District	–	212	653 11 3	201	627 13 9	413	1,281 5 –
From Cumberland Basin to Swansea District	–	12	66 1 –	7	34 – 6	19	100 1 6
From Cumberland Basin to Lundy	–	166	1,334 2 9	75	586 8 –	241	1,920 10 9
From Kingroad to Lundy	–	7	38 13 –	4	21 11 –	11	60 4 –
From Cardiff District to Swansea District	–	–	–	2	6 12 –	2	6 12 –
From Cardiff District to Lundy	–	9	53 – 6	10	60 6 3	19	113 6 9
From Cumberland Basin to Bideford	–	1	7 – –	–	–	1	7 – –
TOTAL	–	463	2,299 19 9	314	1,376 9 –	777	3,676 8 9

* The Coasting and Irish Trade free of Pilotage; and all vessels under 80 tons optional.

Note.—All vessels are towed by steam from Cumberland Basin to Kingroad; no deduction of Pilotage in consequence.

		£. s. d.	£. s. d.
Gross Amount of Pilotage for the year 1863	Inwards	7,411 10 3	
	Outwards	3,676 8 9	
Gross Receipts £.			11,087 19 –
Less,—Expenses paid by Pilots in Wages and Assistants	Inwards	2,981 13 3	
	Outwards	1,558 7 6	
			4,540 – 9
Net Receipts £.			6,547 18 3

Shirehampton, Port of Bristol,
9 January 1864.

John Drew, Haven Master.

PORT OF CARDIFF.

The limit of this Pilotage District is the Port of Cardiff, and that portion of the Bristol Channel which lies eastward of Lundy Island, up to and including Kingroad and the River Rhymney to Rhymney Bridge.

This pilotage is not compulsory, but may be obtained over all or any portion of this district, at the discretion of the masters of vessels.

BYE-LAWS, REGULATIONS, and RATES of PILOTAGE.

1. Every licensed pilot employed in taking a ship or vessel between any dock or harbour in the port of Cardiff and any point in Cardiff Roads, or *vice versâ*, shall be paid according to the registered tonnage of such vessel, as follows:—

FOR LADEN VESSELS.

If under 60 Tons.	If 60 Tons and under 100.	If 100 Tons and under 150.	If 150 Tons and under 200.	If 200 Tons and under 250.	If 250 Tons and under 300.	If 300 Tons and under 400.	If 400 Tons and under 500.	If 500 Tons and under 600.	If 600 Tons and under 800.	If 800 Tons and under 1,000.	If 1,000 Tons and under 1,250.	If 1,250 Tons and upwards.
£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
– 5 –	– 7 6	– 10 –	– 12 6	– 15 –	– 17 6	1 1 –	1 5 –	1 7 6	1 10 –	1 15 –	2 10 –	3 – –

For all vessels in ballast, the charges to be one-fifth less than the above rates.

2. Any ship or vessel sailing to or from the port of Cardiff, upon or in the waters of the Bristol Channel between Lundy Island and Kingroad, for which the services of a duly licensed pilot may be required and rendered, shall pay according to the registered tonnage of such vessel, as follows:—

FOR LADEN VESSELS.

	If under 150 Tons.	If 150 Tons and under 200.	If 200 Tons and under 300.	If 300 Tons and under 400.	If 400 Tons and under 500.	If 500 Tons and under 600.	If 600 Tons and under 800.	If 800 Tons and under 1,000.	If 1,000 Tons and under 1,250.	If 1,250 Tons and upwards.
	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
Between Cardiff Roads and Nash or Kingroad, or any point east of Nash and west of Kingroad	– 15 –	– 17 6	1 – –	1 5 –	1 7 6	1 10 –	1 15 –	2 – –	2 10 –	3 – –
Between Cardiff Roads and Combe, or any point west of Nash and east of Combe	1 5 –	1 10 –	1 17 6	2 5 –	2 10 –	2 15 –	3 – –	3 15 –	4 15 –	5 15 –
Between Cardiff Roads and Lundy Island, or any point west of Combe	2 – –	2 7 6	2 17 6	3 5 –	3 10 –	4 – –	4 7 6	5 10 –	7 – –	8 10 –

For all vessels in ballast, the charges to be one-fifth less than the above rates.

3. Any pilot who may be required to remain on board any ship or vessel for the convenience of the captain, master, owner, or agent, after he shall have discharged the duties for which he was engaged, shall be paid 10 *s.* per day for every day he may be employed; and any pilot who may be required to move any ship or vessel from one dock or tidal harbour to another dock or tidal harbour, occupying only one tide, shall be paid for every ship—

	s.	d.
Not exceeding 100 tons register – –	5	–
100 and not exceeding 300 ,, –	10	–
300 ,, 500 ,, – –	12	6
500 ,, 800 ,, – –	17	6
800 and upwards – – – – – –	25	–

4. Every captain, master, owner, or agent of any ship or vessel employing a pilot shall, in addition to the aforesaid charges, pay a clerk or collector's fee, as follows:—

	s.	d.
On all ships not exceeding 100 tons register –	–	6
From 100 ,, 300 ,, – –	1	–
,, 300 ,, 500 ,, – –	1	6
,, 500 ,, 800 ,, – –	2	–
,, 800 and upwards – – – –	2	6

5. Every master, owner, or agent of any vessel navigating the Bristol Channel within the limits of this pilotage who shall employ any unlicensed person to act as or perform the duty of pilot, unless it be proved that no licensed pilot could be obtained, or who shall retain such unlicensed pilot on board to act as pilot after a licensed pilot shall have offered his services, shall be subject to a penalty not exceeding 50 *l.* for every such offence.

6. Except as provided by the 24th section of the Bristol Channel Pilotage Act, 1861, no person shall be appointed after the 1st day of January 1863 to act as a pilot unless he shall have served a regular apprenticeship for five years to a pilot in the waters of the district aforesaid, and have been at least two years in the oversea trade, or shall have been engaged in the coasting trade of the channel and district aforesaid for not less than five years, and no person shall be deemed eligible if less than 25 years or more than 45 years old.

7. Each pilot shall provide himself with a good and efficient skiff or pilot boat, which shall be approved of and registered by the Board, and such skiff or boat shall be kept in good repair, and be subject to periodical examination by the Board; and there shall be one indentured apprentice to each boat. Two, but not more than three, pilots may, by the permission of the Board, sail in the same boat, and act in conjunction.

8. If from stress of weather or accident any ship or vessel be compelled to bear up and return from the westward, the pilot in charge shall, upon completion of his engagement, be entitled to one-third pilotage for the distance for which he may have been engaged, in addition to the fixed rates.

9. Each pilot's skiff or boat shall have her number painted on each bow and the name of the pilot or pilots, as well as her own name, and the name of the port, painted in legible characters upon the stern, and shall have the first letter of her port marked in black paint, of not less than four feet in length, in her mainsail, and shall by day carry at her mast head a flag of not less than four feet by three feet, of two colours, the upper horizontal half *white*, and the lower horizontal half *red*, and at night a white light only at the mast head, and shall exhibit a flare-up light every 15 minutes under a penalty of 20 *l.* for non-compliance.

10. Each pilot shall, within 24 hours after his return from a cruise, report himself to the clerk, and make a full and proper return, giving the number of his boat, the day of his last sailing for sea, the distance he proceeded, the number of ships spoken, the date of his return, the name, flag, and captain's name of the ship he may have taken in charge or brought to port together with the port from which the ship may have come, if in ballast or with cargo, with the name of the consignee, and the draft of water of the ship, and registered tonnage. Penalty not exceeding 5 *l.* for the first offence and the loss of his license for every subsequent offence.

11. Each pilot shall deliver all money received by him for pilotage, with an account and vouchers, to the clerk on the day following that on which they are received, or in case of such vouchers and money being received at sea, then they shall be delivered to the clerk as soon as the pilot returns to port; and all claims for extra days shall be inserted in the certificate for pilotage, and signed for by the master of the vessel. Any pilot violating this rule shall be subject to a penalty not exceeding 10 *l.* for the first offence, and for the second offence, to the forfeiture of his license.

12. Any captain, master, or agent of any ship or vessel bound to sea who may make application at the office of the Board for a pilot, shall give the ship's draft of water and registered tonnage, with such other information as may be required; and upon payment of the pilotage fees, shall have a pilot named and appointed to take charge of his ship or vessel, preference in all cases to be given to the pilot who piloted the ship inwards.

13. Any pilot who shall refuse or neglect to proceed to either of the pilot stations in the Channel fixed by the Board, when ordered to do so by the clerk, unless prevented by illness or the loss of his boat, or who shall be guilty of drunkenness, or of insolent or abusive language or unwarrantable conduct towards any member of the Pilotage Board, or the clerk or other officers of such Board, or the captain, master, or agent of any ship or vessel for which he may be engaged, shall be liable to a penalty not exceeding 10 *l.* for the first offence, and for the second, or any subsequent offence, to a like penalty, or the loss of his license.

14. Any pilot who may absent himself from duty, or go overland to take charge of any ship or vessel, or seek employment otherwise than in his own boat, without the written consent of the clerk, shall be liable to a penalty not exceeding 10 *l.*

15. An

PORT OF CARDIFF—*continued.*

15. Any pilot taking charge of a vessel not bound to the port to which he is licensed, shall be paid the rates and be governed by the laws established at the port to which such vessel is bound.

16. Each pilot shall strictly conform to the directions of the harbour or dock master touching the mooring or unmooring, placing or removing any ship or vessel which such pilot may have under his charge, so long as such vessel shall be within the limits of the authority of any such harbour or dock master.

17. No person shall be licensed to act as a pilot in the district unless he shall have passed a creditable examination on the following subjects; viz.—

1. He must be able to give the course and distance between any two places within the limits of the Channel.
2. The rise, velocity, and set of the tides.
3. The depth and character of the soundings.
4. The best anchorages, and where to stop for a tide.
5. The sand-banks, rocks, shoals, and other dangers.
6. The land-marks, buoys, lights, their different bearings and distance.
7. The appearance of the different headlands.
8. The management of a vessel—to bring her to anchor, to keep her clear of her anchor in a tideway, to moor, unmoor, and get under weigh, and to handle a vessel under any circumstances.

18. For every original license which shall be granted, there shall be paid to the Board the sum of 1 *l.* 1 *s.*, and for every renewal thereof the sum of 10 *s.* 6 *d.*, and for registering each boat the sum of 2 *s.* 6 *d.* The licenses of the pilots shall be renewed annually, the first week in January, or otherwise, at the discretion of the Board.

19. Any pilot having charge of a vessel inward bound, shall not be released from his duties or responsibilities until such vessel is securely moored in the dock, basin, or harbour of the port; but if in charge of a vessel bound to a port for which he is not licensed, he shall be released from his duties and responsibilities when such vessel is anchored in the nearest roadstead to the port to which she is bound, and if outward bound, to such distance or stage for which he has been engaged. Any pilot violating this rule shall be subject to a penalty not exceeding 10 *l.*, or the loss of his license.

20. If any vessel whilst in charge of a pilot does or receives damage, the circumstances of the accident will be investigated by the Board, and the Board may, if it see fit, require the license of the pilot to be given up to the Board until the case has been disposed of.

21. Each pilot shall keep in his possession his license, together with a printed copy of the present rates, bye-laws, and regulations, and shall produce the same to the captain or commander of any ship or vessel, when required so to do, under a penalty not exceeding 10 *l.*

Approved by Her Majesty in Council, 19 July 1862, and 20 March 1863.

NAMES and AGES of PILOTS.

Channel:

William Jones	aged 42
John Davies	53
David Roberts	40
David Morse	40
Elias Morgan	46
John Tamplin	37
John Wright	29
William Morgan	30
William Richards	28
William Morgan	34
Edward Head	59
John Roberts	42
John Howe	39
Thomas Head	27
David Julian	43
William Allen	37
David Samuel	43
Benjamin Morgan	38
Zachariah White	31
Thomas Lewis	44
Thomas Thomas	51
W. A. H. Harvey	36
David Owen	45
Edward Kempthorne	43
Peter Evans	29
Evan Jones	34
John Davies	37
Benjamin Morgan	40
Matthew Purnell	34
Thomas Steele	46
Henry Tucker	32
Thomas Richards	26
Thomas Thomas	40
J. W. Matthews	26
Thomas Morse	44
J. W. Symons	36
Horatio Davies	22
John Steele	26
James Tamplin	25
Richard Scudamore	57
William Grimes	30
Thomas Thomas	25
Dennis Denman	36
Andrew Harvey	64
John Bowen	48
Thomas Rosser	35
William Williams	29
William Davies	25
William Evans	37

Port:

William Phillips	71
David Williams	60
James Parry	63
Samuel Griffiths	49
John Davies	49
William Evans	31
Llewellyn Francis	46
James Raymond	55
Richard Wright	56
Edward Owen	41
Henry Harris	26
John Aubrey	32
John Morgan	30
R. P. Lloyd	36
William Owen	30
James Jones	45
David Evans	36

Bristol Supplemental Pilots:

John Percival	43
Alfred Ray	31
William Preston	36
Joseph Tippett	41
Alfred Chiswell	30
Robert Stenner	40
William Selway	38
George Carey	34
Thomas Ellis	30
Richard Case	31

AMOUNT received for PILOTAGE of VESSELS (INWARDS and OUTWARDS) in 1863.

DISTANCES for which PILOTED.	No.	Amount. £.	s.	d.
ENGLISH VESSELS:				
From the Bute Docks to the Cardiff Roads	1,716	3,058	–	8
From the Bute Docks to Nash	160	156	15	6
From the Bute Docks to Coomb	66	129	–	6
From the Bute Docks to Lundy	268	1,023	13	4
Sundries	102	110	–	6
FOREIGN VESSELS:				
From the Bute Docks to the Cardiff Roads	1,906	3,114	11	4
From the Bute Docks to Nash	200	155	12	–
From the Bute Docks to Coomb	118	207	18	6
From the Bute Docks to Lundy	519	1,801	3	4
Sundries	114	138	10	6
TOTAL	5,169	9,895	6	2

The charges of In and Out of Dock are always made in one amount, and not separate. Foreign vessels same charge as English.

PORT OF CARDIFF—*continued.*

ACCOUNT of the Receipt and Expenditure of all Monies received by or on behalf of Pilotage.

Dr.	£.	s.	d.	*Cr.*	£.	s.	d.
To balance brought from last account -	515	10	11	By amount paid for salaries of secretary, clerk, and other officers - - - -	250	–	–
To amount of fees received from applicants for licences and certificates - - -	47	4	6				
To amount received for fines and forfeitures	3	–	–	By amount paid for rent of offices, &c. -	199	12	4
To gross amount received for { Inward pilotage / Outward pilotage }	9,646	15	2	By amount paid to pilots - - - -	9,359	3	4
To amount received from other sources -	–	11	7				
To amount received as per sundries account, viz., for extra days and tides - - -	248	11	–	By balance carried to next account - -	652	17	6
£.	10,461	13	2	£.	10,461	13	2

28 January 1864. *J. Jones*, Clerk.

PORT OF CHESTER.

BYE-LAWS.—Nil.

NAMES of PILOTS.

See p. 77 of Parl. Paper, No. 264 of 1863.

RATES of PILOTAGE.

The Rates printed at p. 69 of Parl. Paper, No. 243 of 1861, are still in force.

AMOUNT received for PILOTAGE of Vessels.

Aggregate Amount of Earnings, as returned by the Pilots - - - - - £. 963. 8. 6.

There is no possibility of obtaining details under present circumstances.

ACCOUNT of the Receipt and Expenditure of Monies received on behalf of PILOTAGE.

Dr.	£.	s.	d.	*Cr.*	£.	s.	d.
To amount of fees received from applicants for licenses and certificates - - -	18	7	6	By amount paid for salaries of secretary, printing, postage, &c. &c. &c. - -	18	7	6

26 February 1864. *Denis Sweeny*, Clerk.

PORT OF CLAY.

Bye-Laws.—Nil.

NAMES of PILOTS.

See p. 78 of Parl. Paper, No. 264 of 1863. Frederick Warner has ceased to act.

Rates of Pilotage.—The Rates printed at p. 104 of Parl Paper, No. 516 of 1855, are still in force.

AMOUNT received for Pilotage of Vessels in 1863.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.					FOREIGN VESSELS.				TOTALS.	
	COASTERS.				OVERSEA.						
	Not Towed by Steam.		Towed by Steam.			Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.		No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.			£. s. d.		£. s. d.		£. s. d.
From Sea to Harbour -	50	24 7 9	93	53 1 3	- nil - -	2	- 16 3	2	1 - -	147	79 5 3

(2.)—OUTWARDS.

From Harbour to Sea -	82	34 10 9	53	30 17 9	- nil - -	1	- 7 6	-	- - -	136	65 16 -

8 February 1864. *R. C. Wells*, Clerk.

PORT OF DOUGLAS, ISLE OF MAN.

Bye-Laws.—Nil.

Names of Pilots.—The Persons mentioned at p. 70 of Parl. Paper, No. 243 of 1861, are still acting, with the exception of Robert Bridson and Robert Marlow.

Rates of Pilotage.—The Rates are the same as printed at p. 105 of Parl. Paper, No. 516 of 1855.

AMOUNT received for Pilotage of Vessels in 1863.

(1.)—INWARDS.

BRITISH VESSELS.		FOREIGN VESSELS.		TOTALS.	
COASTERS.					
No.	Amount.	No.	Amount.	No.	Amount.
	£. s. d.		£. s. d.		£. s. d.
13	11 5 -	12	12 - -	25	23 5 -

(2.)—OUTWARDS.

BRITISH VESSELS.		FOREIGN VESSELS.		TOTALS.	
COASTERS.					
No.	Amount.	No.	Amount.	No.	Amount.
	£. s. d.		£. s. d.		£. s. d.
8	4 15 -	9	7 5 -	17	12 - -

30 January 1864. *John Clague*, Harbour Master.

PORT OF GLOUCESTER.

The limit of this Pilotage District is that portion of the Bristol Channel which lies eastward of Lundy Island, including the river Severn, to the City of Gloucester, and the river Wye to Chepstow Bridge.
This Pilotage is not compulsory, but may be obtained over all or any portion of this district, at the discretion of masters of vessels.

BYE-LAWS and REGULATIONS, and RATES of PILOTAGE.

See p. 79 of Parl. Paper, No. 264 of 1863.

NAMES of PILOTS.

James Williams - - aged 63	Henry Samuel Smith - aged 40	River Severn and Bristol Channel.
William Matthews - - - 52	James Pick - - - - 45	
Thomas Addle - - - - - 48	James Smith - - - - 45	
William Bruton - - - 58	George Morgan - - - 38	
William Thomas Price - - 53	Stephen Steel - - - - 44	
	William Bruton, jun. - - 39	
Joseph Ashford - - - 42	John Everett - - - - 56	For the Severn only.
Daniel Smith - - - - 56	Edward Williams - - - 56	

William Smith - - - - aged 30 — River Severn and Bristol Channel, and for vessels not exceeding 250 tons.
George Williams - - - - 32 — For the Severn only, and for vessels not exceeding 250 tons.

NAMES of APPRENTICES.

William Everett - - aged 18	Enoch Palmer - - - aged 17
George Price - - - - 21	William Palmer - - - 18
Thomas Hill - - - - 21	Stephen Frederick Dowell - 19
Henry Pick - - - - 20	

AMOUNT received for the PILOTAGE of VESSELS in 1863.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.				TOTALS.	
	COASTERS.				OVERSEA.									
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Lundy Island to Sharpness.	–	– – –	–	– – –	1	1 12 6	7	49 17 6	10	48 10 –	13	67 14 4½	31	167 14 4½
From Nash to Sharpness -	2	6 1 –	–	– – –	5	20 – –	17	85 4 4½	22	65 3 –	26	122 15 7½	72	299 4 –
From Holmes to Sharpness	11	20 15 –	–	– – –	16	41 19 –	17	56 14 4½	60	150 11 –	8	22 – –	112	291 19 4½
From King Road to Sharpness.	342	401 13 11	5	6 7 7	83	159 11 6	90	235 16 7½	227	440 18 8	129	324 3 9	876	1,568 12 –½
TOTAL - - -	355	428 9 11	5	6 7 7	105	223 3 –	131	427 12 10½	319	705 2 8	176	536 13 9	1,091	2,327 9 9½

(2.)—OUTWARDS.

From Sharpness to King Road.	332	390 15 9½	74	79 12 10	28	23 10 –	65	102 6 1	56	80 13 7	279	328 – 10	835	1,004 19 1½
From Sharpness to Holmes	2	5 – –	3	3 19 4	3	8 15 –	109	315 8 9	7	15 5 8½	174	457 13 –	298	806 1 9½
From Sharpness to Nash -	–	– –	–	– –	–	– –	1	3 12 6	–	– –	1	3 12 6	2	7 5 –
From Sharpness to Lundy Island.	–	– –	–	– –	–	– –	7	59 5 9	1	2 17 6	13	70 6 4½	21	132 9 7½
TOTAL - - -	334	395 15 9½	77	83 12 2	31	32 5 –	182	480 13 1	64	98 16 9½	467	859 12 8½	1,156	1,950 15 6½

PORT OF GLOUCESTER—*continued.*

ACCOUNT of MONIES received and expended in respect of PILOTS or PILOTAGE.

Dr.	£.	s.	d.
To balance brought from last account - -	73	13	7
To amount of fees received from applicants for licenses and certificates - - - - -	18	18	–
To amount received as contribution to superannuation or widows' fund - - - - -	213	19	7
To gross amount received for Inward pilotage	2,327	9	9½
To gross amount received for Outward pilotage	1,950	15	6½
To amount received from other sources -	43	18	–
£.	4,628	14	6

Cr.	£.	s.	d.
By amount paid for salaries of secretary, clerk, and other officers - - -	86	12	–
By amount paid for stationery and printing	26	1	4
By amount paid to pilots as their earnings	4,278	5	4
By amount paid to Trinity House, at the rate of 3 *l.* 5 *s.* per annum for each pilot, to secure to the pilots the benefit of the poundage paid to the Trinity Board by such pilots, prior to the passing of the Bristol Channel Pilotage Act, 1861 (18 pilots) - - - - - - - - -	58	10	–
By amount paid for the purchase of 78 *l.* 16 *s.*, Three per Cent. Consols -	73	17	7
By amount paid for travelling expenses of Pilotage Board - - - - - -	8	–	11
By balance carried to next account - -	97	7	4
£.	4,628	14	6

20 July 1864. *A. H. Jenkins*, Clerk.

PORT OF KING'S LYNN.

BYE-LAWS.

Duties of the Headsman.

1. The headsman shall have the whole control of the pilotage in the channel, subject to the Merchant Shipping Acts, the Local Act of Parliament, the Bye-laws, and the Board of Commissioners.

2. He shall by himself or deputy attend at the pilot-office at all reasonable hours, and afford every possible facility to owners and captains as to matters of pilotage.

3. He shall keep proper books and entries of pilot earnings, and distribute the same monthly as prescribed.

4. He shall keep a register of all ships arriving at and leaving the port, and a journal in which shall be entered all accidents to vessels (however occurring) while in charge of a pilot, and report the same to the Board of Commissioners at the meeting next after such accident.

5. He shall report to the Commissioners any case of misconduct or insubordination on the part of the pilots.

6. He shall regulate the turns of ships applying for pilots, and give orders to the masters as to boarding in the channel, and generally as to the several duties of masters and pilots.

7. He shall personally survey the channel at least once in every month, and at such other times as he may think to be necessary.

8. He shall on the first notice of any vessel or vessels being on shore and in distress within the port (in preference to all other things) send all the assistance in his power to such vessel or vessels. And all pilots having knowledge of such matters whilst in the channel, shall do their utmost to relieve such vessel or vessels without first coming up to town for the headsman's orders for that purpose, but no proceedings shall be taken in the Admiralty Court or otherwise by the pilots for recovery of salvage without the consent of the Commissioners being first had and obtained.

9. He shall in all cases where it shall appear to him that keels or barges coming up the channel can get into town the same tide, and do not proceed thither, discharge the pilot or pilots from the said keels or barges, unless sufficient cause be assigned to him for making the delay.

Duties of Masters.

10. The master of each sloop shall attend at the pilot-office for instructions from the superintendent, and shall strictly adhere to such instructions while on board the sloops.

11. He shall be responsible for the orderly conduct of the pilots while on board, and for the proper boarding of vessels, and shall see that the requisite signals are hoisted and a proper watch kept, and generally that the bye-laws are enforced, so far as relates to matters in the channel.

12. He shall report any instance of improper conduct on the part of any of the pilots to the headsman.

13. He shall in no case leave the pilot vessel while down the channel.

Duties of Pilots.

14. The pilots shall strictly conform to the instructions of the headsman while on shore, and to the masters while on board the sloops.

15. They shall severally report any accident occurring to any vessel in their charge to the headsman immediately on their arrival at Lynn.

16. They shall always on arriving at Lynn report immediately to the headsman what ship they have been on board, and where they have left her.

17. The bell affixed on the pilot-office shall be rung at all times when the headsman shall think proper a quarter of an hour, for calling the pilots to attend and receive his orders for going down with the sloop, and for other matters. And such pilots as shall neglect or refuse to go to the office at the ringing of the bell shall be deemed guilty of neglect of duty, and liable to the consequences thereof.

18. They shall take their regular turns in piloting ships or vessels either down or up the channel, as the headsman or the master, or deputed master of the pilot sloops shall direct.

19. They shall attend every day at the pilot-office, when not employed in piloting, from the beginning of flood until high-water, and at such other times of the day as are necessary, there to receive the orders and directions of their headsman.

20. The pilot who shall have the charge of any ship or vessel lying in the roads, or at any place between the roads and the town, either inward or outward bound, shall not leave such ship or vessel and go on shore without first obtaining permission from the master of such ship or vessel.

21. Pilots appointed to pilot ships or vessels down the channel shall on no account whatever, either at the request or by permission of the master of such ships or vessels, leave or quit them (by allowing themselves to be put ashore) before their arrival in the roads.

22. When any pilot shall by accident or otherwise lay any ship or vessel aground which he shall have in charge, such pilot shall not of his own accord, under any pretence whatever, leave the ship or vessel until she shall be afloat and in safety.

23. The pilots shall at all times board ships and vessels bound to Lynn in preference to boarding vessels (being strangers) which may be in the roads bound to any other port, and they shall, if on board any vessel not bound to Lynn, quit such vessel immediately on the arrival in the roads of any vessel wanting a pilot bound to Lynn.

24. They shall not on any account anchor Humber keels or other vessels so as to obstruct the free navigation of ships or vessels going up and down the channel.

25. Whenever any buoy or beacon shall be lost or out of its place, the pilots shall forthwith acquaint the headsman with the circumstance, in order that it may be replaced with as little delay as possible.

26. All

PORT OF KING'S LYNN—*continued.*

26. All the pilots, but especially the masters, or deputed masters of the pilot sloops, shall observe particularly any alteration which may take place in the channel, and report from time to time such alteration to the headsman.

27. Each pilot shall be allowed a fortnight's leave of absence in every year, at the discretion of the headsman as to time, such leave, however, shall not be granted between the 1st October and 31st May. Any pilot having leave granted other than as above, shall pay to the Pilot Fund 3*s.* 6*d.* per day during his absence.

28. If any pilot, when in charge of any ship, by wilful breach of duty, or by neglect of duty, or by reason of drunkenness, does any act tending to the immediate loss, destruction, or serious damage of such ship, or tending immediately to endanger the life or limb of any person on board such ship, or if any pilot by wilful breach of duty, or by neglect of duty, or by reason of drunkenness, refuses or omits to do any lawful act proper and requisite to be done by him for preserving such ship from loss, destruction, or serious damage, or for preserving any person belonging to or on board of such ship from danger to life or limb, the pilot so offending shall for each such offence be liable to suspension or dismissal by the Commissioners.

29. Any case of misconduct in regard to any of the pilots will be dealt with by the Board of Commissioners, and where necessary, fines, suspension, or dismissal will be adjudged at the discretion of the Board.

The Pilot Sloops.

30. The pilot sloops shall be always at the disposal of the headsman for the purposes of surveying, buoying, conveying pilots, and the general work in the channel, subject to the contract with the owners, and the special orders of the Commissioners.

31. One pilot sloop shall be always down the channel, and when at anchor in the roads shall ride by slip moorings, and from sunset to sunrise display a white light at the mast-head.

32. She shall be distinguished by the characteristics and signals prescribed by the Merchant Shipping Act, 1854, that is to say:—

(*a*) A black colour painted or tarred outside, with the exception of such names and numbers as are hereinafter mentioned.

(*b*) On her stern the name of the owner thereof, and the port to which she belongs, painted in white letters, at least one inch broad and three inches long, and on each bow the number of the license of such boat or ship.

(*c*) When afloat a flag at the mast-head, or on a sprit or staff, or in some other equally conspicuous situation, such flag to be of large dimensions compared with the size of the vessel carrying the same, and to be of two colours, the upper horizontal half white, and the lower horizontal half red.

33. When all the pilots have been boarded a black ball shall be hoisted (in the day time) at the mast head in the place of the ordinary signal.

34. The pilot sloops shall at all times when in town lay afloat, if possible, on the west side of the channel.

The Superannuated Fund.

35. The above fund shall be sustained as follows:—

(*a*) Every pilot shall contribute to it 10*s.* monthly from his earnings.

(*b*) All fines levied upon pilots shall be paid to the account of the fund.

(*c*) Ten per cent. shall be deducted from all amounts received from salvages and be paid to the account of the fund.

36. Each pilot, when superannuated, shall receive 20*l.* per annum from the Superannuated Fund.

37. The above amount of receipts and payments in respect of the Superannuated Fund may hereafter be varied according to circumstances by the Commissioners.

38. No pilot hereafter licensed shall be eligible to the Superannuated Fund until he shall have served at least 25 years as a working pilot.

General Regulations.

39 No person shall be accepted as a pilot, whether as an apprentice or otherwise, whose age shall exceed 30 years.

40. The headsman shall not excuse any pilot from the exercise of his duty on account of or under any pretence of illness, unless such illness shall be certified in writing under the hand of some known physician, surgeon, or apothecary.

41. Any pilot being excused as above shall produce a similar certificate monthly, and at the end of three months from the date of the first certificate he shall, if still unable to discharge his ordinary duty, be put upon half-pay, and at the end of six months he shall, if eligible, be put on superannuated allowance.

42. If the pilot be not eligible to the superannuated allowance he shall remain on half-pay for 12 months, after which his pay shall cease, and if he shall be unable to resume his duties within two years after the date of his first certificate his name shall then be erased, and he shall cease to be a pilot of the port.

43. Not more than one pilot shall be put on board any foreign or other ship or vessel, unless such ship or vessel shall have a signal of distress flying.

44. All masters of ships and vessels wanting pilots shall apply to the headsman at the pilot-office, and there pay what shall be due for their pilotage both inward and outward, and for tides-work previous to a pilot being appointed to such ship or vessel.

45. Every master of a ship or vessel wanting a pilot shall produce to the headsman the meter's or other officer's certificate of clearance or discharge of the ship or vessel for which he applies for a pilot, and unless such certificate be produced to the headsman, or he is otherwise satisfied that the ship or vessel has discharged her cargo, he is not to appoint a pilot to such ship or vessel.

46. The pilots shall (unless impracticable) board inward bound vessels at the Bell Buoy. The first ship or vessel arriving at the Bell Buoy (such Buoy bearing north-west) shall be entitled to the first pilot, and every ship or vessel so arriving, and which cannot from her large burden proceed up the channel immediately, shall be boarded in her turn, and the pilot shall remain on board till the vessel can proceed to town.

47. All vessels bound to Lynn shall be free from the payment of pilotage in the event of such vessels not being able to obtain the services of a pilot, and in every case of inward or outward navigation where a pilot has refused to go on board a vessel in any part of the channel the pilotage shall be remitted.

48. The shipowners of this port are requested to give strict charge to their several masters of ships or vessels to make a true report to the pilots, when boarded, of the time of their arrival at the Bell Buoy, such buoy bearing north-west, in order that the proper turns of their several vessels may be attended to.

49. When any ships or vessels are coming up the channel into town, and there are others in the harbour outward bound, wanting pilots, the first ship or vessel in turn shall claim the first pilot coming into town, and so on in turn, as pilots may afterwards come in with ships and vessels.

50. Every ship or vessel shall be piloted so far down as the Bell Buoy.

51. All letters required to be delivered on board ships in the Roads shall be sent to the pilot-office, and the headsman shall provide a proper bag for the same, which shall be kept under lock and key. The headsman shall be answerable for the custody of the said bag and for such steps being taken as shall secure the correct delivery of all letters placed in his charge. A register shall be kept at the pilot-office of all letters received by the headsman, the date of such receipts, and the date and mode of delivery. In case of the non-delivery of any such letters, within a reasonable time, the cause shall be stated in the register, and the headsman shall not communicate to any person (other than the pilots) the address of any letter received by him.

52. A proper map of the channel showing all the buoys, with a reference describing the size of each buoy, shall be prepared, and a copy thereof kept at the pilot-office, and also at the Town-hall, for the service of the Corporation and Commissioners.

53. Every pilot shall be furnished with a copy of the Bye-laws, and a copy shall always be kept on board each sloop and at the pilot-office, and shall be given on application to the shipowners.

RATES.

The Rates of Pilotage are the same as printed at p. 140 of Parl. Paper, No. 516 of 1855.

NAMES of PILOTS.

The Persons mentioned at p. 73 of Parl. Paper, No. 287 of 1860, are still acting, with the exception of John Bayes.

PORT OF KING'S LYNN—*continued.*

AMOUNT received for PILOTAGE of VESSELS in 1863.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.				FOREIGN VESSELS.		TOTALS.	
	COASTERS.		OVERSEA.					
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Lynn Roads to Lynn Harbour	994	743 – 7½	51	51 4 7	75	55 13 7½	1,120	849 18 10
(2.)—OUTWARDS.								
From Lynn Harbour to Lynn Roads	1,022	563 17 5	19	14 – –	75	40 18 9	1,116	618 16 2

ACCOUNT of MONIES received and expended in respect of PILOTS or PILOTAGE.

Dr.	£.	s.	d.	*Cr.*	£.	s.	d.
To balance brought from last account - -	–	–	5½	By amount paid for pensions or superannuations - - - - - -	100	7	3½
To gross amount received for { Inward pilotage	849	18	10	By amount divided among the working pilots - - - - - - -	1,314	15	3
To gross amount received for { Outward pilotage	618	16	2	By amount paid for hire of pilot sloops -	179	13	7
				Wages - - - - - - - -	81	16	–
To amount received for foreign claims - -	102	14	–	Coals and candles - - - - -	7	7	1
				Law expenses - - - - - -	–	16	–
To amount received from moorings' dues, for salaries of masters of two pilot sloops -	120	–	–	Travelling expenses - - - - -	1	–	–
				Stationery, stamps, &c. - - - -	2	14	3
				By balance carried to next account (Superannuation Fund) - - - - -	3	–	–
£.	1,691	9	5½	£.	1,691	9	5½

2 February 1864. *J. O. Smetham*, Clerk.

PORT OF LANCASTER.

BYE-LAWS and RATES of PILOTAGE.

The Bye-Laws printed at pp. 142, 143, and the Rates at pp. 143, 144 of Parl. Paper, No. 516 of 1855, still remain in force.

NAMES of PILOTS.

The Persons mentioned at p. 67 of Parl. Paper, No. 270 of 1862, are still acting.

AMOUNT received for PILOTAGE of VESSELS in 1863.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.				TOTALS.	
	COASTERS.				OVERSEA.									
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Sea to Glasson Dock -	20	17 17 –	1	2 – –	3	6 4 –	14	53 1 –	8	16 12 –	4	12 13 –	50	108 7 –
(2.)—OUTWARDS.														
From Glasson Dock to Sea -	–	– –	–	– –	2	3 8 –	13	31 2 –	–	– –	1	2 – –	16	36 10 –

28 January 1864. *John Walker*, Clerk.

PORT OF LIVERPOOL.

BYE-LAWS.

The Bye-Laws printed at pp. 68—73 of Parl. Paper, No. 270 of 1862, are still in force.

NAMES and AGES of PILOTS and APPRENTICES.

Name.	Age.	Rank.	License.
No. 1 Boat. Schooner "Queen."			
William Hughes	57	Master	Full.
Robert Taggart	52	2d ditto	ditto.
Edward F. Callister	48	3d ditto	ditto.
Henry Lancaster	44	Pilot	ditto.
John Hughes	44	ditto	ditto.
Edward Ledder	41	ditto	ditto.
George K. Dixon	41	ditto	ditto.
Griffith Edwards	39	ditto	ditto.
John B. Prior	39	ditto	ditto.
George H. Rogers	36	ditto	ditto.
Joseph Holt	36	ditto	ditto.
Alfred M. Rogers	34	ditto	ditto.
John Simpson	33	ditto	ditto.
James Barber	31	ditto	ditto.
George Haswell	29	ditto	ditto.
Frederick Simpson	31	ditto	ditto.
William Jervis	28	ditto	ditto.
John Wissett	30	ditto	ditto.
John Barber	26	ditto	ditto.
John Williams	42	ditto	500 tons.
George Parkinson	25	ditto	ditto.
John B. Sumner	23	Apprentice	ditto.
Joseph E. Sumner	23	ditto	250 tons.
Charles H. Jones	23	ditto	ditto.
Henry Day	21	ditto	None.
Edward Woods	20	ditto	ditto.
Thomas Forster	20	ditto	ditto.
No. 2 Boat. Schooner "Leader."			
Joseph Powell	44	Master	Full.
John Corrin	51	2d ditto	ditto.
Samuel Jones	48	3d ditto	ditto.
Richard Jones	48	Pilot	ditto.
Humphrey Jones	52	ditto	ditto.
John Williams	43	ditto	ditto.
James Casement	35	ditto	ditto.
Richard Spencer	37	ditto	ditto.
Joseph Davies	38	ditto	ditto.
William S. Jones	34	ditto	ditto.
John Christian	35	ditto	ditto.
John Laurenson	35	ditto	ditto.
James Hudson	32	ditto	ditto.
Thomas Bryce	31	ditto	ditto.
Thomas W. Cockram	31	ditto	ditto.
William Caine	31	ditto	ditto.
John Owen	34	ditto	ditto.
Benjamin Llewellin	30	ditto	ditto.
George Thompson	26	ditto	ditto.
Joseph Brewer	28	ditto	500 tons.
Frederick Allen	23	Apprentice	250 tons.
William R. Owen	23	ditto	ditto.
Edward Hill	21	ditto	ditto.
William Crane	20	ditto	None.
George H. Dean	20	ditto	ditto.
John France	18	ditto	ditto.

Name.	Age.	Rank.	License.
No. 3 Boat. Schooner "The Duke."			
Thomas Parry	45	Master	Full.
William Harris	49	2d ditto	ditto.
Richard Edwards	43	3d ditto	ditto.
Cornelius Lancaster	40	Pilot	ditto.
John Williams	43	ditto	ditto.
William Jones	42	ditto	ditto.
Thomas J. Smith	37	ditto	ditto.
Septimus Dixon	36	ditto	ditto.
James Higgin	37	ditto	ditto.
James Porter	48	ditto	ditto.
Richard H. Blundell	34	ditto	ditto.
William T. Roberts	34	ditto	ditto.
Richard Rowlands	32	ditto	ditto.
Francis C. Beckett	31	ditto	ditto.
Isaac Williams	30	ditto	ditto.
Anthony Little	28	ditto	ditto.
Hugh Jones	25	ditto	ditto.
John M'Namee	29	ditto	ditto.
Thomas Edwards	25	ditto	ditto.
Richard Shaw	35	ditto	500 tons.
George T. Wilken	27	ditto	ditto.
Thorley Lester	26	Apprentice	ditto.
John Williams	22	ditto	ditto.
John R. Casement	20	ditto	250 tons.
Thomas Dreaper	19	ditto	None.
William Harris	20	ditto	ditto.
Richard Jones	18	ditto	ditto.
William Atherton	19	ditto	ditto.
No. 4 Boat. Cutter "Auspicious."			
John Shepherd	61	Master	Full.
Charles Christie	50	2d ditto	ditto.
John J. Ellison	53	3d ditto	ditto.
John Hughes	61	Pilot	ditto.
George Dean	49	ditto	ditto.
Thomas H. Edelston	45	ditto	ditto.
George Bond	39	ditto	ditto.
Charles Long	36	ditto	ditto.
Thomas W. Quirk	36	ditto	ditto.
Joseph Harrison	32	ditto	ditto.
Thomas J. Shepherd	30	ditto	ditto.
William Diaper	32	ditto	ditto.
David Owens	28	ditto	ditto.
Thomas S. Williams	32	ditto	ditto.
James M'Lean	26	ditto	ditto.
William Owen	26	ditto	ditto.
John Henderson	23	ditto	ditto.
Owen Griffiths	25	Apprentice	250 tons.
John Roberts	22	ditto	ditto.
William M'Culloch	22	ditto	ditto.
John Shepperd	22	ditto	None.
William Jones	21	ditto	ditto.
George Irwin	22	ditto	ditto.
Henry Evans	20	ditto	ditto.

PORT OF LIVERPOOL—*continued.*

NAME.	AGE.	RANK.	LICENSE.
No. 5 Boat. Schooner "Victoria and Albert."			
Isaac Williams	47	Master	Full.
Peter Dickinson	54	2d ditto	ditto.
John Scott	47	3d ditto	ditto.
Ellis Hughes	54	Pilot	ditto.
Edward Pritchard	49	ditto	ditto.
James Roughsedge	49	ditto	ditto.
Joseph H. Hyslop	43	ditto	ditto.
Robert Buddle	42	ditto	ditto.
John B. Tyrer	36	ditto	ditto.
William Pinnington	41	ditto	ditto.
Samuel Dean	39	ditto	ditto.
Richard Williams	32	ditto	ditto.
Robert M. Raleigh	29	ditto	ditto.
Francis E. Parry	31	ditto	ditto.
Robert M'Lachlan	29	ditto	ditto.
Henry Jones	32	ditto	ditto.
Robert Shannon	26	ditto	ditto.
Evan Jones	34	ditto	ditto.
Robert Williams	28	ditto	500 tons.
Thomas Miller	26	ditto	ditto.
John Roberts	25	ditto	ditto.
William Evans	30	ditto	ditto.
John Bainbridge	23	Apprentice	250 tons.
William Holden	22	ditto	ditto.
Thomas Evans	20	ditto	ditto.
William Hullin	19	ditto	None.
John H. Wilson	20	ditto	ditto.
John Horswell	21	ditto	ditto.
John Harris	18	ditto	ditto.
Rowland Dunnage	20	ditto	ditto.
No. 6 Boat. Schooner "Pioneer."			
Thomas Parry	58	Master	Full.
Thomas Davies	47	2d ditto	ditto.
John Daniels	45	3d ditto	ditto.
Peter Evans	55	Pilot	ditto.
John Jones(*a*)	44	ditto	ditto.
Philip M. Foster	51	ditto	ditto.
John Jones(*b*)	46	ditto	ditto.
James W. Wilson	40	ditto	ditto.
John Fieldhouse	39	ditto	ditto.
William Jones	38	ditto	ditto.
William Browne	34	ditto	ditto.
William Brewer	31	ditto	ditto.
George Ledder	34	ditto	ditto.
Robert Corrin	32	ditto	ditto.
Frederick Ashworth	28	ditto	ditto.
George G. Bark	26	ditto	ditto.
Thomas Hughes	32	ditto	ditto.
Ellis Roberts	24	ditto	ditto.
John Williams	29	Apprentice	500 tons.
James H. Irving	28	ditto	ditto.
John P. Jones	24	ditto	250 tons.
John Jones	21	ditto	ditto.
William R. Buckley	21	ditto	ditto.
Henry Dean	22	ditto	ditto.
Robert Lloyd	20	ditto	None.
Williams Evans	21	ditto	ditto.

NAME.	AGE.	RANK.	LICENSE.
No. 7 Boat. Schooner "Lancashire Witch."			
William Rowlands	53	Master	Full.
John Williams	51	2d ditto	ditto.
John Price	39	3d ditto	ditto.
William Jones	47	Pilot	ditto.
John Pritchard	46	ditto	ditto.
John Williams	42	ditto	ditto.
Owen Jones	41	ditto	ditto.
George Pennington	33	ditto	ditto.
Henry Madrell	32	ditto	ditto.
William Taylor	34	ditto	ditto.
Edward Callwood	33	ditto	ditto.
Hugh Jones	36	ditto	ditto.
Owen Thomas	37	ditto	ditto.
Samuel Dawson	32	ditto	ditto.
Owen Owen	33	ditto	ditto.
William Parry	26	ditto	ditto.
Robert Jones	26	ditto	ditto.
John Beattie	26	ditto	ditto.
Richard J. Owen	25	ditto	ditto.
William Jones	23	Apprentice	500 tons.
Samuel Major	23	ditto	ditto.
William German	21	ditto	250 tons.
John Collum	21	ditto	None.
John Davies	22	ditto	ditto.
Henry Hughes	22	ditto	ditto.
William Farrell	19	ditto	ditto.
William Jones	18	ditto	ditto.
No. 8 Boat. Schooner "Pride of Liverpool."			
John Bark	63	Master	Full.
William M'Cracken	46	2d ditto	ditto.
George F. Burrows	44	3d ditto	ditto.
William Christie	52	Pilot	ditto.
William Evans	54	ditto	ditto.
Thomas Martin	38	ditto	ditto.
John C. Malbon	35	ditto	ditto.
John Bark	35	ditto	ditto.
Hugh Williams	34	ditto	ditto.
William S. Owen	33	ditto	ditto.
John Kirkman	34	ditto	ditto.
Thomas B. Bark	31	ditto	ditto.
William Wilson	28	ditto	ditto.
Richard Pritchard	39	ditto	ditto.
Joseph Martin	30	ditto	ditto.
James H. Hully	30	ditto	ditto.
James Horner	26	ditto	ditto.
Edward Jones	25	ditto	500 tons.
William Hurrell	28	ditto	ditto.
William Edwards	25	ditto	ditto.
Robert Cosgrove	26	ditto	250 tons.
Henry Halliday	24	Apprentice	ditto.
William Long	22	ditto	ditto.
Robert R. Clark	22	ditto	ditto.
William E. Owens	20	ditto	None.
Thomas Strother	21	ditto	ditto.
Andrew Kirkpatrick	18	ditto	ditto.
William Hughes	20	ditto	ditto.
Richard R. Cotter	20	ditto	ditto

PORT OF LIVERPOOL—*continued.*

NAME.	AGE.	RANK.	LICENSE.
No. 9 BOAT. SCHOONER "GUIDE."			
William Lancaster	62	Master	Full.
John Pritchard	50	2d ditto	ditto.
John Jones	46	3d ditto	ditto.
Owen Pritchard	37	Pilot	ditto.
William Corrin	41	ditto	ditto.
Jonathan Hodgson	37	ditto	ditto.
George Brooks	38	ditto	ditto.
John Noscoe	41	ditto	ditto.
Robert Searchwell	39	ditto	ditto.
William Crane	32	ditto	ditto.
Thomas D. Worrall	33	ditto	ditto.
Samuel Porter	33	ditto	ditto.
Richard H. Whitford	27	ditto	ditto.
Edward R. Musker	29	ditto	ditto.
Robert Silcock	28	ditto	ditto.
Robert Bispham	27	ditto	ditto.
John Roberts	29	ditto	ditto.
Richard Richmond	25	ditto	ditto.
John Bentley	30	ditto	500 tons.
William Taggart	26	ditto	250 tons.
Thomas Deacon	25	Apprentice	ditto.
George Bird	20	ditto	None.
Richard Courtney	20	ditto	ditto.
Thomas Lea	22	ditto	ditto.
Richard Taggart	22	ditto	ditto.
No. 10 BOAT. SCHOONER "CRITERION."			
James Wilson	62	Master	Full.
Hugh Williams	55	2d ditto	ditto.
William Parry	52	3d ditto	ditto.
John Evans	55	Pilot	ditto.
William Williams	48	ditto	ditto.
James Crossley	41	ditto	ditto.
John Christie	39	ditto	ditto.
David Hayes	36	ditto	ditto.
Frederick Thornton	35	ditto	ditto.
Henry Parry	33	ditto	ditto.
Thomas M. Parry	29	ditto	ditto.
Hugh Woodward	31	ditto	ditto.
Thomas Crane	35	ditto	ditto.
Edwin Pickles	29	ditto	ditto.
John Gould	30	ditto	ditto.
Charles S. Daniels	27	ditto	ditto.
Daniel O'Neill	24	ditto	ditto.
John Ennis	29	ditto	500 tons.
Thomas Bird	28	ditto	250 tons.
Henry Davies	28	Apprentice	ditto.
John Morton	22	ditto	ditto.
John Scott	20	ditto	ditto.
Henry Blundell	21	ditto	None.
John Maybrick	22	ditto	ditto.
Samuel Cannell	20	ditto	ditto.
William Evans	21	ditto	ditto.

NAME.	AGE.	RANK.	LICENSE.
No. 11 BOAT. CUTTER "MERSEY."			
Richard Parry	67	Master	Full.
Robert Williams	45	2d ditto	ditto.
		3d ditto	ditto.
Richard Williams (*a*)	43	Pilot	ditto.
John Morris	44	ditto	ditto.
Robert Nevin	41	ditto	ditto.
James Durant	40	ditto	ditto.
George Bridge	39	ditto	ditto.
John Thomas	38	ditto	ditto.
Thomas Frith	40	ditto	ditto.
William Parry	38	ditto	ditto.
William Peters	37	ditto	ditto.
James Scarisbrick	33	ditto	ditto.
John Walters	30	ditto	ditto.
Richard Williams (*b*)	30	ditto	ditto.
Joseph Pass	33	ditto	ditto.
Thomas Lewis	30	ditto	ditto.
John Thomas	26	ditto	ditto.
George R. Thompson	24	ditto	500 tons.
Horatio Hawkins	23	Apprentice	ditto.
Richard Williams	23	ditto	250 tons.
William Leech	20	ditto	ditto.
Thomas Reason	23	ditto	ditto.
William B. Bridge	20	ditto	None.
Charles W. Hurst	19	ditto	ditto.
William Roberts	20	ditto	ditto.
William Harrison	17	ditto	ditto.
No. 12 BOAT. SCHOONER "PERSEVERANCE."			
George Bark	60	Master	Full.
John Tunstall	47	2d ditto	ditto.
Mark N. Bridge	42	3d ditto	ditto.
Henry Ennis	36	Pilot	ditto.
John Brown	39	ditto	ditto.
James Christie	32	ditto	ditto.
Peter Bennett	35	ditto	ditto.
James Atherton	32	ditto	ditto.
James Clayton	29	ditto	ditto.
William Jevons	33	ditto	ditto.
Charles Buchanan	31	ditto	ditto.
William Whittle	33	ditto	ditto.
William Coventry	32	ditto	ditto.
Samuel Jones	27	ditto	ditto.
James Smith	27	ditto	ditto.
Thomas Lewis	26	ditto	ditto.
John Hughes	27	Apprentice	500 tons.
Daniel Hughes	24	ditto	ditto.
Charles Dunnage	27	ditto	ditto.
John Hogan	22	ditto	250 tons.
John Hughes	24	ditto	ditto.
David Evans	22	ditto	None.
Richard Roberts	20	ditto	ditto.
Thomas Clayton	18	ditto	ditto.

Robert P. J. Simpson, Superintendent of Pilots.

RATES of PILOTAGE.

See p. 86 of Parliamentary Paper, No. 264 of 1863.

PORT OF LIVERPOOL—*continued.*

AMOUNT received for INWARD and OUTWARD PILOTAGE in 1863.

(1.)—INWARDS.

BRITISH VESSELS.

OVERSEA.									COASTERS.									AMOUNT.		
INWARD.						OUTWARD.			INWARD.						OUTWARD.			INWARD & OUTWARD.		
No.	Western.			No.	Hoylake.		No.	Amount.				No.	Western.			No.	Hoylake.		No.	Amount.		
	£.	s.	d.		£.	s.	d.		£.	s.	d.		£.	s.	d.		£.	s.	d.		£.	s.	d.
2,631	18,670	15	1	695	3,225	15	6	2,950	10,538	2	6	97	285	15	6	2,916	2,362	5	–	197	275	7	6	9,486	35,358	1	1
572	3,727	–	10	144	713	4	–	795	2,484	11	11	16	47	4	6	654	524	9	10	60	87	9	–	2,241	7,584	–	1
3,203	22,397	15	11	839	3,938	19	6	3,745	13,022	14	5	113	333	–	–	3,570	2,886	14	10	257	362	16	6	11,727	42,942	1	2

FOREIGN VESSELS.

INWARD.						OUTWARD.			AMOUNT. INWARD and OUTWARD.			TOTAL AMOUNT. BRITISH and FOREIGN. INWARDS and OUTWARDS.			
No.	Western.			No.	Hoylake.		No.	Amount.				No.	Amount.		
	£.	s.	d.		£.	s.	d.		£.	s.	d.			£.	s.	d.
835	5,696	14	6	186	789	5	1	965	3,075	8	5	1,986	9,561	8	–	11,472	44,919	9	1
210	1,375	10	5	53	246	16	–	265	837	6	–	528	2,459	12	5	2,769	10,043	12	6
1,045	7,072	4	11	239	1,036	1	1	1,230	3,912	14	5	2,514	12,021	–	5	14,241	54,963	1	7

Compensation for Alien Pilotage received from the Treasury during the Year 1863 - - - 9,438 6 4

£. 64,401 7 11

Errors and omissions excepted.

Liverpool, 29 March 1864.

John Leece.
Thomas Hampson.

ACCOUNT of the PILOTAGE ANNUITY FUND for 1863.

Dr.	£.	s.	d.	*Cr.*	£.	s.	d.
To balance brought from last account -	8,166	4	3	By amount paid for salaries of secretary, superintendent, and office boy - - -	600	4	–
To amount of fees received for licenses -	1,101	16	–	By amount paid for rent of office at Prince's Dock - - - - - - - -	75	12	2
To amount received as contribution to superannuation or widows' fund - - -	1,270	14	7	By amount paid for pensions and superannuations - - - - - - - -	1,729	15	2
To amount received for fines and forfeitures	103	1	–	By amount paid for expenses of annual survey	67	8	1
To amount received for interest on dock bond, and in bank account - - -	338	10	10	By amount paid for expenses of deputation from pilotage committee to the Board of Trade, London - - - - -	14	19	6
				By amount paid for rates and taxes - -	16	10	–
				By amount paid examination committee for examination expenses - - - - -	105	–	–
				By amount paid for stationery and printing -	32	12	11
				By amount paid for gas, coal, and water -	11	9	7
				By amount paid for ironmongery, joiner's work, office furniture, repairs, &c. - -	13	3	1
				By amount paid for miscellaneous disbursements - - - - - - - -	87	15	3
				By balance carried down - - - - -	8,225	16	11
£.	10,980	6	8	£.	10,980	6	8
To balance brought down - - - £.	8,225	16	11				

Dock Office, Liverpool, 30 January 1864.

Geo J. Jefferson, Treasurer.

PORT OF LLANELLY.

BYE-LAWS and RATES of PILOTAGE issued by the Llanelly Harbour Commissioners.

The Bye-Laws and Rates printed at pp. 76–78 of Parl. Paper, No. 243 of 1861, are still in force.

NAMES of PILOTS.

See p. 87 of Parl. Paper, No. 264 of 1863.

AMOUNT received for Pilotage of Vessels in 1863.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.				FOREIGN VESSELS.		TOTALS.	
	COASTERS.		OVERSEA.					
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Sea to Llanelly	1,803	1,476 18 7	248	253 5 7	351	253 7 3	2,402	1,983 11 5

(2.)—OUTWARDS.

From Llanelly to Sea	1,794	1,194 14 10	326	299 3 4	425	227 3 11	2,545	1,721 2 1

ACCOUNT of the Receipt and Expenditure of all Monies received by or on behalf of Pilotage.

Dr.	£. s. d.	*Cr.*	£. s. d.
To balance brought from last account	1,104 11 3	By amount paid for pilotage	3,702 16 8
To amount of pilots' doctor	14 18 –	By amount paid owners' cutters and boats	691 15 3
To amount received as contribution to superannuation or widows' fund	173 19 10	By amount paid for pilots' doctor	14 6 –
To amount received for pilots' cutters and boats	698 14 –	By amount paid for pensions or superannuations	179 17 –
To amount received for Inward pilotage	1,983 11 5	By balance carried to next account	1,108 1 8
To amount received for Outward pilotage	1,721 2 1		
£.	5,696 16 7	£.	5,696 16 7

5 February 1864.

B. Jones,
Secretary or Clerk.

PORT OF NEWPORT (MONMOUTH).

The limit of this Pilotage District is that portion of the Bristol Channel which lies eastward of Lundy Island, up to and including Kingroad and the River Usk as far as the Caerleon Bridge.

Pilotage is not compulsory, but may be obtained over all or any portion of this district, at the discretion of the masters of vessels.

BYE-LAWS, REGULATIONS, and RATES of PILOTAGE.

See p. 88 of Parl. Paper, No. 264 of 1863.

PORT OF NEWPORT (MONMOUTH)—*continued.*

NAMES of PILOTS.

James Stone	aged 36	David Prosser	aged 49
Thomas Jones	29	Edward Small	28
Thomas S. Weeks	29	James Lewes	26
Henry J. Fry	33	William Nash	30
Abraham Gilmore	56	William Jones	35
Charles Cox	52	James Comerford	38
Henry Ray, sen.	59	Thomas Phillips	45
George Morgan	59	David James	43
Daniel Jones	63	William Ray	30
Henry Ray, jun.	31	Edward T. Goldsworthy	30
George Nash	53	William H. Scantlebury	30
William Parfitt	35	Thomas Tasker	43

To pilot vessels in that portion of the Bristol Channel which lies eastward of Lundy Island, up to and including King Road and ths River Usk, as far as the Caerleon Bridge. This pilotage is not compulsory, but may be obtained over all or any portion of this district at the discretion of the masters of vessels.

NAMES of APPRENTICES.

Walter Green	aged 18	James Jones	aged 20
Robert Carey	18	William Price	20
Samuel Gilmore	20		

AMOUNT received for the PILOTAGE of VESSELS in 1863.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS. COASTERS. Not Towed by Steam. No.	Amount. £. s. d.	Towed by Steam. No.	Amount. £. s. d.	BRITISH VESSELS. OVERSEA. Not Towed by Steam. No.	Amount. £. s. d.	Towed by Steam. No.	Amount. £. s. d.	FOREIGN VESSELS. Not Towed by Steam. No.	Amount. £. s. d.	Towed by Steam. No.	Amount. £. s. d.	TOTALS. No.	Amount. £. s. d.
From River's Mouth to Newport.	31	17 2 4	2	1 5 –	14	8 2 6	4	2 15 10	21	10 16 –	5	2 16 4	77	42 18 –
From Holms to Newport	53	39 10 –	143	183 1 6	64	53 9 8	111	137 1 –	70	56 17 4	161	137 4 2	602	607 3 8
From Nash Point to Newport.	11	14 12 10	13	25 1 8	15	17 17 11	20	44 7 10	19	25 12 8	29	70 17 4	107	198 10 3
From Coombe to Newport	–	– –	3	9 17 –	9	23 3 2	6	16 14 –	8	15 11 –	14	49 12 4	40	114 17 6
From Lundy to Newport	–	– –	6	23 14 6	3	10 3 4	18	88 1 6	15	39 2 6	28	131 16 10	70	292 18 8
TOTAL	95	71 5 2	167	242 19 8	105	112 16 7	159	289 – 2	133	147 19 6	237	392 7 –	896	1,256 8 1

(2.)—OUTWARDS.

From Newport to River's Mouth.	156	72 9 2	–	– – –	42	27 11 8	8	6 2 4	23	12 2 8	–	– – –	229	118 5 10
From Newport to Holms	42	27 5 –	125	160 12 8	117	116 1 8	153	206 12 2	72	55 7 –	74	110 14 2	583	676 12 8
From Newport to Nash Point.	–	– –	4	6 8 4	4	4 18 –	18	49 8 6	2	2 7 6	20	45 1 6	48	108 16 10
From Newport to Coombe	–	– –	–	– – –	2	3 12 6	9	38 9 –	3	5 17 6	11	43 15 –	25	91 14 –
From Newport to Lundy	–	– –	–	– – –	10	36 10 6	62	338 17 6	15	51 7 –	93	482 13 –	180	909 8 –
TOTAL	198	99 14 2	129	167 1 –	175	188 14 4	250	639 9 6	115	127 1 8	198	682 6 8	1,065	1,904 7 4

The pilots of this district are licensed for the whole distance. No vessels piloted before reaching the limits of the pilotage waters.

PORT OF NEWPORT (MONMOUTH)—*continued.*

ACCOUNT of MONIES received in respect of PILOTAGE.

Dr.	£.	s.	d.	*Cr.*	£.	s.	d.
To balance from last account	109	18	1	By amount paid for salaries of secretary, clerk, and other officers	100	–	–
To amount of fees received from applicants for licenses and certificates	34	9	6	By amount paid for rent of offices, &c.	84	14	3
To amount received as contribution to superannuation or widows' fund	197	15	–	By amount paid for pensions or superannuations (gratuity)	5	–	–
To amount received for fines and forfeitures	1	1	–	By amount paid for Pilotage inwards	1,256	8	1
To gross amount received for Inward pilotage	1,256	8	1	By amount paid for Pilotage outwards	1,904	7	4
To gross amount received for Outward pilotage	1,904	7	4	By balance carried to next account	260	19	1
To amount received from other sources	107	9	9				
£.	3,611	8	9	£.	3,611	8	9

4 February 1864.

John S. Phillips, Clerk.

PORTH CAWL.

BYE-LAWS and RATES of PILOTAGE issued by the Llynvi Valley Railway Company.
The Bye-Laws and Rates printed at pp. 88–89 of Parl. Paper, No. 174 of 1857, are still in force.

NAMES of PILOTS.

James Pearce	aged 40	*Limits*: Into and out of Porth Cawl Harbour.
John Jones	46	
James Cloke	39	

AMOUNT received for PILOTAGE of VESSELS in 1863.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS. COASTERS. Not Towed by Steam. No.	Amount.	BRITISH VESSELS. OVERSEA. Not Towed by Steam. No.	Amount.	FOREIGN VESSELS.	TOTALS. No.	Amount.
		£. s. d.		£. s. d.			£. s. d.
Into Porth Cawl Harbour	458	64 6 –	–	nil	nil	458	64 6 –

(2.)—OUTWARDS.

Out of Porth Cawl Harbour	457	63 14 –	1	– 12 –	nil	458	64 6 –

ACCOUNT of the MONIES received in respect of PILOTAGE.

Dr.	£.	s.	d.	*Cr.*	£.	s.	d.
To gross amount received for Inward pilotage	64	6	–	By amount paid for salary of harbourmaster	155	–	–
To gross amount received for Outward pilotage	64	6	–				
To amount received from other sources	17	18	–	By amount paid for or in respect of pilot boats, buoys, &c.	15	15	–
To amount charged to the Llynvi Valley Railway for harbourmaster's salary	155	–	–	By amount paid pilots	130	15	–
£.	301	10	–	£.	301	10	–

N.B.—The pilots receive the pilotage money direct from the masters of vessels.

22 March 1864.

Geo. F. Saunders, Secretary.

PORT OF SWANSEA.

REGULATIONS and RATES of PILOTAGE.

The Regulations and Rates printed at pp. 80 to 83 of Parl. Paper, No. 243 of 1861, are still in force, with the exception of the following :—

SWANSEA HARBOUR TRUST.

ORDERS, RULES, and REGULATIONS for the Government and Direction of the Pilots of the Port and Harbour of Swansea, approved by Order in Council, dated the 7th day of January 1861.

THE Swansea Harbour Trustees, in exercise of the powers and authority vested in them by the "Swansea Harbour Act, 1854," and of every other authority them thereunto in anywise enabling, do order and direct as follows; that is to say :—

1. That so much of the 13th item of the Orders, Rules, and Regulations for the government and direction of the pilots of the port and harbour of Swansea, and for punishing any breach of such Orders, Rules, and Regulations, and for fixing and determining the rates of pilotage to be paid to the pilots appointed by the Swansea Harbour Trustees, under the powers and provisions of the "Swansea Harbour Act, 1854," made the 13th day of August 1860, as require pilots to offer their services to vessels under 100 tons register in ballast, bound to Swansea, be repealed as from the 31st day of December 1863.
2. That so much of the 17th item of the said Orders, Rules, and Regulations as appoints and directs that there shall be paid and payable to pilots employed in navigating or assisting vessels into or out of Swansea Harbour, the rates therein specified be repealed as from the 31st day of December 1863, in respect of all vessels under 100 tons register, entering or leaving Swansea Harbour in ballast.

Given under the common seal of the Swansea Harbour Trustees, this 10th day of November 1863.

NAMES of PILOTS.

See p. 91 of Parl. Paper, No. 264 of 1863. T. Johnson has been appointed a harbour pilot.

AMOUNT received for PILOTAGE of VESSELS in 1863.

(1.)—INWARDS.			(2.)—OUTWARDS.		
DISTANCES for which Piloted.	Number of Vessels.	Amount.	DISTANCES for which Piloted.	Number of Vessels.	Amount.
		£. s. d.			£. s. d.
From Sea to Swansea - -	3,919	3,606 9 –	From Swansea to Sea - -	3,066	2,022 8 4

ACCOUNT of MONIES received in respect of PILOTAGE.

Dr.	£. s. d.	*Cr.*	£. s. d.
To balance in hand, 31st December 1862 -	719 9 6	By amount paid to pilots - - - -	4,978 16 7
To amount of fees received from applicants for licenses and certificates - - -	129 13 6	By amount paid for or in respect of pilot boats, hobblers, &c. - - - - - -	650 – 9
To amount received as contribution to superannuation fund - - - - -	115 17 3		
To gross amount received for - - - - { Inward pilotage - 3,606 9 – / Outward pilotage 2,022 8 4		By amount paid for pensions or superannuations	162 15 –
To amount received for interest on money invested - - - - - - -	34 2 4	By balance carried to next account - -	836 7 7
£.	6,627 19 11	£.	6,627 19 11

31 March 1864.

Lewis Thomas, Clerk.

SCOTLAND.

PORT OF ABERBROTHWICK, OR ARBROATH.

REGULATIONS issued by the Harbour Trustees.—The Regulations printed in Parl. Paper, No. 516 of 1855, pp. 176, 177, are still in force.

NAMES of PILOTS.—The Persons mentioned at p. 92 of Parl. Paper, No. 264 of 1863, are still acting.

RATES of PILOTAGE.—The Rates printed at p. 77 of Parl. Paper, No. 354 of 1856, are still in force.

AMOUNT received for PILOTAGE of VESSELS in 1863.

DISTANCES for which PILOTED.	BRITISH VESSELS.				FOREIGN VESSELS.		TOTALS.	
	COASTERS.		OVERSEA.					
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.
1. At 1½ d. per ton	5	6 6 7	-	-	-	-	5	7 1 7
Pilot Master's Fees	-	- 15 -	-	-	-	-		
2. At 2¼ d. per ton	22	9 4 8	-	-	-	-	22	10 4 2
Pilot Master's Fees	-	- 19 6	-	-	-	-		
3. At 3½ d. per ton	-	-	-	-	36	66 7 11	36	70 9 11
Pilot Master's Fees	-	-	-	-	-	4 2 -		
4. At 3½ d. per ton	-	-	35	82 2 11	-	-	35	87 6 5
Pilot Master's Fees	-	-	-	5 3 6	-	-		
5. At 3 d. per ton	510	435 13 9	-	-	-	-	510	464 6 3
Pilot Master's Fees	-	28 12 6	-	-	-	-		
TOTAL	537	481 12 -	35	87 6 5	36	70 9 11	608	639 8 4

Note.—Only one charge is made at this Port for both Outward and Inward Pilotage; and this Return includes Inward Pilotage for the Year.

ACCOUNT of MONIES received and expended.

Dr.	£. s. d.	*Cr.*	£. s. d.
To gross amount received for pilotage	599 15 10	By amount paid for or in respect of pilot boats, buoys, &c.	21 8 4
To amount received for pilot master's fees	39 12 6	By amount paid collector, commission for collecting pilotage, 2½ per cent.	14 19 10
		By amount paid to 20 pilots, in equal shares	563 7 8
		By amount retained by Harbour Trustees, for pilot master's salary	39 12 6
£.	639 8 4	£.	639 8 4

29 January 1864. *John Macdonald*, Clerk.

PORT OF ABERDEEN.

REGULATIONS and RATES of PILOTAGE issued by the Harbour Commissioners.—The Regulations printed at pp. 179-181, and the Rates printed at pp. 181, 182, of Parl. Paper, No. 516 of 1855, still remain in force.

NAMES of PILOTS.—*See* p. 93 of Parl. Paper, No. 264 of 1863.

PORT OF ABERDEEN—*continued.*

AMOUNT received for PILOTAGE of VESSELS in 1863.*

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.				FOREIGN VESSELS.		TOTALS.	
	COASTERS.		OVERSEA.					
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Sea to Aberdeen Harbour and Dock.	2,237	1,039 17 –	162	87 4 –	155	81 13 –	2,554	1,208 14 –

(2.)—OUTWARDS.

From Aberdeen Harbour and Dock to Sea.	2,540	614 5 –	72	41 6 –	39	20 7 –	2,651	675 18 –

13 May 1864. *Alexander Gauld*, Captain Pilot of the Port of Aberdeen.

* The money received for pilotage is paid to the pilots themselves.

PORT OF AYR.

REGULATIONS and RATES of PILOTAGE issued by the Harbour Trustees.—The Regulations printed at pp. 95, 96, and the Rates at p. 96 of Parl. Paper, No. 5, Sess. 2, of 1857, are still in force.

NAMES of PILOTS.

William Stewart, Master Pilot -	aged 35	Thomas Cameron, Pilot - -	aged 35
Arthur Redmond, Pilot - - -	53	William M'Kinnon, Pilot - - -	35
James M'Callum, Pilot - - -	55	Robert M'Creadie, Boatman - -	43

AMOUNT received for PILOTAGE of VESSELS in 1863.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.				FOREIGN VESSELS.		TOTALS.	
	COASTERS.		OVERSEA.					
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From the Bay to the Harbour -	1,083	253 – 3	18	11 7 –	15	9 12 –	1,116	273 19 3

(2.)—OUTWARDS.

From the Harbour to the Bay -	1,124	272 7 1	18	11 7 –	15	9 12 –	1,157	293 6 1

Note.—The rates are the same for all vessels, whether towed or not towed by steam, the towing distance being short.

ACCOUNT of MONIES received and expended in respect of PILOTS or PILOTAGE.

Dr.		£. s. d.	*Cr.*	£. s. d.
To gross amount received for -	Inward pilotage -	273 19 3	By amount paid for salaries of officers, viz., master pilot, pilots, and boatman - -	304 11 6
	Outward pilotage -	293 6 1	By amount paid for or in respect of pilot boats, buoys, &c. - - - - -	4 15 1
			By balance carried to next account - -	257 18 9
	£.	567 5 4	£.	567 5 4

29 January 1864. *Thomas McCosh*, Secretary.

PORT OF DUNDEE.

REGULATIONS issued by the Joint Committee.—The Regulations printed at pp. 81–85 of Parl. Paper, No. 354 of 1856, are still in force.

NAMES of PILOTS.

John Lee (Pilot Master) - aged 43	David Henderson - - aged 58	James Knight - - - aged 37
Hay Duncan (deputy ditto) - - 40	James Bryack - - - - 44	George Duncan - - - - 54
John Chambers - - - - 37	William Ferrier - - - - 33	George Dow Baird - - - 33
David Crammond - - - 57	George Knight - - - - 38	Alexander Ferguson - - - 49
David Kidd - - - - - 35	John Martin - - - - 35	

Supernumerary not Licensed.—William Dunvard - - aged 48

RATES.

The Rates of Pilotage are the same as printed at pp. 187–190 of Parl. Paper, No. 516 of 1855.

AMOUNT received for PILOTAGE of VESSELS in 1863.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.			FOREIGN VESSELS.		TOTALS.	
	COASTERS.	OVERSEA.					
		No.	Amount.	No.	Amount.	No.	Amount.
			£. s. d.		£. s. d.		£. s. d.
From Buoy of Tay to Dundee Docks, at 4 *s.* 0¾ *d.* per foot -	- -	38	86 8 8	41	82 15 10	79	169 4 6
From Buoy of Tay to Dundee Docks, at 3 *s.* 6 *d.* per foot -	- -	131	273 19 7	201	369 6 10	332	643 6 5
From Carolina Roads to Dundee Docks, at 2 *s.* 9¾ *d.* per foot -	- -	2	2 12 11	–	- -	2	2 12 11
From Buoy of Tay to Dundee Docks, at 2 *s.* 4 *d.* per foot -	- -	24	32 11 11	1	– 11 8	25	33 3 6
From Buoy of Tay to Dundee Docks, at 2 *s.* 3 *d.* per foot -	- -	7	9 1 5	24	25 15 1	31	34 16 6
From Buoy of Tay to Dundee Docks, at 2 *s.* per foot -	- -	38	35 6 3	9	7 5 6	47	42 11 9
From Buoy of Tay to Dundee Docks, at 1 *s.* 8 *d.* per foot -	- -	8	5 14 6	–	- -	8	5 14 6
From Buoy of Tay to Dundee Docks, at 1 *s.* 4 *d.* per foot -	- -	13	10 7 8	–	- -	13	10 7 8
From Buoy of Tay to Dundee Docks, at 1 *s.* 3 *d.* per foot -	- -	2	1 5 8	–	- -	2	1 5 8
From Carolina Roads to Dundee Docks, at 8 *d.* per foot -	- -	1	– 8 10	–	- -	1	– 8 10
TOTAL - - -	- -	264	457 17 4	276	485 14 11	540	943 12 3

(2.)—OUTWARDS.

From Dundee Docks to Buoy of Tay, at 4 *s.* 0¾ *d.* per foot -	- -	21	60 9 10	24	47 2 3	45	107 12 1
From Dundee Docks to Buoy of Tay, at 3 *s.* 6 *d.* per foot -	- -	67	133 18 6	108	189 1 2	175	322 19 8
From Dundee Docks to Buoy of Tay, at 2 *s.* 4 *d.* per foot -	- -	19	21 9 8	12	11 6 11	31	32 16 7
From Dundee Docks to Carolina Roads, at 2 *s.* 3 *d.* per foot -	- -	3	3 14 9	2	1 19 4	5	5 14 1
From Dundee Docks to Buoy of Tay, at 2 *s.* per foot - -	- -	47	41 2 10	42	34 4 8	89	75 7 6
From Dundee Docks to Carolina Roads, at 1 *s.* 8 *d.* per foot -	- -	2	1 15 10	1	– 8 4	3	2 4 2
From Dundee Docks to Carolina Roads, at 1 *s.* 4 *d.* per foot -	- -	1	2 12 6	10	4 10 8	11	7 3 2
From Dundee Docks to Harbour, at 1 *s.* 3 *d.* per foot - -	- -	1	– 12 6	–	- -	1	– 12 6
TOTAL - - -	- -	161	265 16 5	199	288 13 4	360	554 9 9

PORT OF DUNDEE—*continued.*

ACCOUNT of MONIES received and expended in respect of PILOTS or PILOTAGE.

Dr.	£.	s.	d.	*Cr.*	£.	s.	d.
Balance from last year's account	75	3	4	By wages paid to pilots	731	14	10
To amount of Inward pilotage	943	12	3	By bonus paid to ditto	250	–	–
To amount of Outward pilotage	554	9	9	By sums paid to extra pilots during the year, and for taking pilots off to and from ships, and other petty disbursements, per pilot master	49	12	11½
To sinking fund in bank	101	–	–	By salaries to secretary and treasurer	35	–	–
To interest from bank	2	18	1	By account for provisions furnished to pilots	213	10	4½
				By general expenditure, tear and wear, of cutters, coals, &c. &c.	266	14	9
				By balance carried to next account	130	10	6
£.	1,677	3	5	£.	1,677	3	5

23 February 1864. *J. A. M'Ewen*, Secretary.

PORT OF GLASGOW.

BYE-LAWS and RATES of PILOTAGE issued by the *Clyde* Pilot Board.—The Bye-Laws printed at pp. 88–90, and the Rates at p. 90 of Parl. Paper, No. 287 of 1860, are still in force.

NAMES of PILOTS.

Thomas Driver - - - aged 67	Duncan M'Intyre - - aged 56	Dugald Campbell - - aged 46
James M'Farlane - - - 63	Alexander Miller - - - 35	Walter Hooks - - - - 42
John Barrie - - - - 47	James Stuart - - - - 33	James Higham - - - - 42
Magnus Park - - - - 50	James Hendry - - - - 33	John Wyllie - - - - 50
Robert Sommervall - - - 63	James Park - - - - 46	John M'Kelvie - - - - 47
James Morrison - - - - 51	Alexander Alexander - - - 49	Daniel Mowatt - - - - 39
John Campbell - - - - 53	Robert Crooks - - - - 49	James W. Stewart - - - 37
Luke Skelly - - - - 51	James M'Chlery - - - - 45	James Stewart - - - - 33

AMOUNT received for PILOTAGE of VESSELS in 1863.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.				TOTALS.	
	COASTERS.				OVERSEA.									
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Greenock to Glasgow	84	86 – –	968	738 4 –	24	19 10 4	526	705 5 7	12	12 10 8	170	284 6 2	1,784	1,845 16 9

(2.)—OUTWARDS.

From Glasgow to Greenock	38	30 8 5	901	1,071 8 5	18	18 3 2	718	1,139 2 3	10	8 10 8	158	231 9 2	1,843	2,499 2 1

PORT OF GLASGOW—*continued.*

ACCOUNTS of the PILOT BOARD at *Glasgow.*

As to the PILOTAGE earned and paid to Pilots for One Year.

	£.	s.	d.		£.	s.	d.
Amount of pilotage earned from January to December	4,344	18	10	Amount paid to pilots	3,910	9	8
				Balance carried down	434	9	2
				£.	4,344	18	10

As to the REVENUE and EXPENDITURE of the Pilot Board.

REVENUE.	£.	s.	d.	EXPENDITURE.	£.	s.	d.
Amount retained from pilots, as per above account	434	9	2	Salaries	215	12	7
113 licenses issued to pilots	118	13	–	General charges	34	19	–
Amount of fines levied from pilots	14	4	8	Allowances to pilots and families	220	11	6
Interest	103	5	7	Surplus revenue	199	9	4
£.	670	12	5	£.	670	12	5

BALANCE SHEET.

31 December 1863:	£.	s.	d.	£.	s.	d.	31 December 1863:	£.	s.	d.
To surplus, as per account ending 31 December 1862	2,752	3	5				By Clyde Trustees, sum lodged in their hands	2,600	–	–
Surplus for year ending 31 December 1863	199	9	4				By James Alexander, collector, for pilotage on vessels in harbour, unpaid at this date	123	5	6
				2,951	12	9	By cash in Clydesdale Bank	228	7	3
		£.		2,951	12	9	£.	2,951	12	9

24 March 1864. *A. Turner*, Secretary.

PORT OF GREENOCK.

BYE-LAWS and RATES of PILOTAGE.

From Greenock, or off Greenock, or the Tail of the Bank, to Glasgow; or from Glasgow to Greenock, or off Greenock, or the Tail of the Bank, including the unmooring of the ship, for all vessels under 10 feet draught of water, 1 *s.* 6 *d.* per foot.

Vessels with 10 feet draught of water and under 12 feet, 2 *s.* per foot.

Vessels with 12 feet draught of water and not exceeding 15 feet, 2 *s.* 6 *d.* per foot.

All vessels exceeding 15 feet draught of water, 3 *s.* per foot.

Vessels to and from Bowling Bay, or Dumbarton, to be charged at two-thirds of the above rates; and vessels from Renfrew, or Dalmuir to Greenock or Port Glasgow, or from the last-mentioned ports to Dalmuir or Renfrew, to be charged the same rates as from Glasgow.

Odd inches to be charged and paid in proportion.

From Glasgow to Renfrew, 5 *s.*, and the same charge returning.

From any place betwixt the Cumbrae and Cloch Lights to Greenock or Port Glasgow, including mooring the ship or waiting the tide, 1¾ *d.* per ton.

From a line drawn between the Cloch Light and Dunoon Pier to Port-Glasgow, or to any intermediate place, or from any intermediate place to any other intermediate place, one halfpenny per ton.

N.B.—The same chargeable for like distances outwards.

Fractional tonnage to be charged and paid in proportion.

Two-thirds only of the above rates exigible in respect of vessels towed by steam.

From Greenock, or off Greenock, to Garelochhead, including detention in swinging the vessel, one halfpenny per ton, and the same rates in returning; but no pilot will be obliged to pilot a vessel to the Garelochhead and back for a less sum than 15 *s.* each way.

For every day the pilot is kept on board after the compasses are adjusted he shall be entitled to charge 5 *s.*

For piloting vessels up or down the Leven, to or from Dumbarton, the pilots shall not be entitled to charge more than 4 *s.* in addition to the rate for piloting such vessels on the Clyde; and 4 *s.* for each additional tide he may be detained after the first.

Any pilot, whether deep-sea or river, who may be detained at the request of the owner or person in charge of the vessel, after his duties as pilot have been completed, shall (where not otherwise provided for in these regulations), in addition to receiving his provisions, be paid by the owner or person in charge of the vessel 5 *s.* per day; and so in like proportion for any lesser period he may be detained on board.

N.B.—No differential rates shall in future be recoverable in respect of foreign vessels.

PORT OF GREENOCK—*continued.*

NAMES of PILOTS (DEEP SEA).

Alexander Jamieson	aged 44	Archibald M'Bride	aged 57	Alexander Daw	aged 47
John M'Kenzie	45	John Galbraith	57	William Howieson	44
William Adams	45	Hugh Turner	49	John M'Corquodale	51
George Brown	48	William Clank	74	David Guthrie	56
Robert Lee	40	Donald M'Kinlay	54		
Robert Grant	55	John Turner	44	Hugh Cameron	42
John Foster	58	Colin Turner	40	John M'Lean	71

AMOUNT received for PILOTAGE of VESSELS in 1863.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.						FOREIGN VESSELS.				TOTALS.	
	COASTERS.	OVERSEA.										
		Not Towed by Steam.		Towed by Steam.			Not Towed by Steam.		Towed by Steam.			
		No.	Amount.	No.	Amount.		No.	Amount.	No.	Amount.	No.	Amount.
			£. s. d.		£. s. d.			£. s. d.		£. s. d.		£. s. d.
From any place betwixt the Cumbrae and Cloch Lights to Greenock or Port Glasgow.	nil	2	4 9 9	25	69 14 2		3	9 8 3	16	49 13 -	46	133 5 2
From a line drawn between the Cloch Light and Dunoon Pier to Port Glasgow, or to any intermediate place, or from any intermediate place to any other intermediate place.		2	2 - -	45	50 16 11		2	3 10 -	8	6 18 8	57	63 5 7
From Greenock, or off Greenock, to Gareloch Head.		3	4 10 -	1	2 10 -		1	1 10 -	-	- -	5	8 10 -
TOTAL		7	10 19 9	71	123 1 1		6	14 8 3	24	56 11 8	108	205 - 9

(2.)—OUTWARDS.

From Greenock or Port Glasgow to Cumbrae and Cloch Lights.	nil	29	152 - 2	100	411 8 10		29	108 - 9	24	92 14 6	182	764 4 3
From Port Glasgow to a line drawn between the Cloch Light and Dunoon Pier, or to any intermediate place, or from any intermediate place to any other intermediate place.		2	2 7 6	2	1 17 1		-	- -	4	4 12 -	8	8 16 7
TOTAL		31	154 7 8	102	413 5 11		29	108 - 9	28	97 6 6	190	773 - 10

ACCOUNT of the RECEIPT and EXPENDITURE of all MONIES received by or on behalf of PILOTAGE.

Dr.	£. s. d.	*Cr.*	£. s. d.
To amount of fees received from applicants for licenses and certificates	5 - -	By amount paid secretary	5 - -
To gross amount received by pilots for inward pilotage	205 - 9	By amount retained by pilots	978 1 7
To gross amount received by pilots for outward pilotage	773 - 10		
£.	983 1 7	£.	983 1 7

Note.—The pilots collect their own pilotages.

2 July 1864. *John Kerr Gray*, Secretary.

PORT OF IRVINE.

REGULATIONS issued by the Pilotage Committee.—The Regulations printed in Parl. Paper, No. 516 of 1855, pp. 199, 200, are still in force.

NAMES of PILOTS.

Alexander Murray	aged 40
Hugh Young	70
Archibald Gilkeson	65

RATES of PILOTAGE.

The Rates printed at p. 290 of Parl. Paper, No. 243 of 1861, are still in force.

AMOUNT received for PILOTAGE of VESSELS in 1863.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS (COASTERS).		FOREIGN VESSELS.	TOTALS.	
	No.	Amount.		No.	Amount.
		£. s. d.			£. s. d.
From outside of Bar into the Harbour	62	3 3 2¾	nil	62	3 3 2¾

(2.)—OUTWARDS.

From the Harbour to the outside of the Bar	342	123 6 8¾	nil	342	123 6 8¾

ACCOUNT of MONIES received and expended in respect of PILOTS or PILOTAGE.

Dr.	£. s. d.	*Cr.*	£. s. d.
To balance brought from last account	– 16 8½	By amount paid for or in respect of pilot-boats, buoys, &c.	– 8 1
To gross amount received for { Inward pilotage	3 3 2¾	By paid commission	3 2 11
{ Outward pilotage	123 6 8¾	By paid pilots for the year	144 9 –
To balance	20 13 4		
£.	148 – –	£.	148 – –

9 February 1864.

David Gray, Secretary.

PORT OF KIRKCALDY.

REGULATIONS and RATES of PILOTAGE issued by the Harbour Commissioners.—The Regulations printed at pp. 201, 202, and the Rates at p. 202 of Parl. Paper, No. 516 of 1855, are still in force.

NAMES of PILOTS.

James Walker - - - - aged 56 | John Walker - - - - aged 33

AMOUNT received for PILOTAGE of VESSELS in 1863.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS (COASTERS).		FOREIGN VESSELS.	TOTALS.	
	No.	Amount.		No.	Amount.
		£. s. d.			£. s. d.
From Roads to Harbour - - - - -	117	58 10 –	- - nil - -	117	58 10 –

(2.)—OUTWARDS.

From Harbour to Roads - - - - -	50	25 – –	- - nil - -	50	25 – –

Note.—The receipts for pilotage go to the pilots, who, on the other hand, receive no salary from the Commissioners.

4 February 1864. *James Russell*, Clerk.

TRINITY HOUSE OF LEITH.

BYE-LAWS issued by the Trinity House.—The Bye-Laws printed in Parl. Paper, No. 5, Sess. 2 of 1857, pp. 104–106, are still in force.

NAMES of PILOTS.

Archibald Blair, sen.	aged 58	Thomas Wilson, sen.	aged 76	}	*Limits:* From Red Head on the north, and St. Abb's Head on the south of Frith of Forth, up to Alloa.
Archibald Blair, jun.	35	John Dryburgh	35		
Andrew Blair	32	Thomas Paterson	48		
Ebenezer Bruce	54	James Graham	45		
John Comb	55	George Jamieson	44		
Thomas Carnie	49	William Wilson	44		
Alexander Henderson	54	George Comb	37		
David M'Kenzie	65	John Laing	47		
David M'Quat	43	William Ramsay	53		
James Maxwell, jun.	46	William Whitehead	59		
James Morris	57	Thomas Gray	37		
George Sorlie	49	Andrew Coutts	32		
Andrew Stevenson	42	James Brock	33		
Hugh Smith	61	Andrew Harley	41		
Alexander Watson	43				
Alexander Beaton	aged 28	James Paterson	aged 54	}	*Limits:* From Red Head, in Frith o Forth, an St. Abb's Head, to Carron Roads, and *vice versâ*
Alexander Comb	56	Peter Swanson	54		
Thomas Hume	48	Neil Sutherland	38		
William Lawson	60	William Morrison	36		
James Paterson	46				

TRINITY HOUSE OF LEITH—*continued.*

NAMES of PILOTS—*continued.*

		Limits:
John Finlay	aged 51	From Fifeness and St. Abb's Head, in Frith of Forth, to Alloa, and *vice versâ*.
James Beaton	50	From Inchkeith, in Frith of Forth, to Alloa, and *vice versâ*.
Hugh Campbell	63	
George Carlaw	42	
David Jamieson	47	
George Donaldson	41	From Inchkeith, in Frith of Forth, to Kincardine.
Peter Fotheringham	49	From Inchkeith, in Frith of Forth, to Stirling.
James Maxwell, sen.	72	
John Rintoul	43	
John Ainslie	62	From May Island to Stirling, including all safe harbours within these limits, and *vice versâ*.
John Martin	53	From the Red Head, on the north side, and St. Abb's Head on the south side of Frith of Forth, to Stirling.
Andrew Rae	29	From May Island to Alloa, including all safe harbours within these limits, and *vice versâ*.
John Allan	43	From the Roads of Dysart, in the Frith of Forth, into the harbours of Dysart and Kirkcaldy, and *vice versâ*.
David Anderson	38	From Leith Roads to Shields Bar, and along the coast of Scotland, to Duncansbay Head.
Alexander Brodie	47	In and out of Ardrossan.
George Banks	59	From Stromness to Duncansbay Head and Orkney Islands.
John Boddo	64	From Buoy of Tay to the Nore and Mull of Galloway, and *vice versâ*.
John Cook	49	In the Frith of Forth and River Tay.
Robert Comb	54	From St. Abb's Head to Carron Roads, and from Shields to Stornoway.
George W. Craig	37	From Ferry-port-on-Craig to the Nore, and *vice versâ*.
Thomas F. Colston	57	From Duncansbay Head to the Nore, and *vice versâ*.
Robert Dryburgh	38	From St. Abb's Head to Carron Roads.
William Chisholm	49	From St. Andrew's to Grangemouth.
William Gardner	41	From Alloa to Fifeness and St. Abb's Head.
James Hay	40	From Ferry-port-on-Craig to and from Buoy of Tay and Grangemouth, and from Grangemouth to Shields Bar.
David Gardiner	66	To and from St. Andrew's Harbour.
Henry Edward	44	From St. Abb's Head and Red Head to Alloa, and *vice versâ*.
Robert Kilpatrick	56	From Leith Roads to London, and also to Pentland Frith.
Robert Marr	63	From the Red Head on the north, and St. Abb's Head on the south of Frith of Forth, to St. Margaret's Hope.
Colin M'Arthur	30	From Red Head to Grangemouth and Alloa.
James M'Intosh	43	From Ferryport-on-Craig to Perth, and *vice versâ*.
William Parker	39	From St. Abb's Head on the south to Red Head on the north, thence to Grangemouth.
David Paterson	44	In the Frith of Forth.
Alexander Ross	55	From Tarbet Ness to Bonar Bridge, in and out of the Moray Frith.
Thomas Raison	40	From Leith Roads to the Nore, and *vice versâ*.
Robert C. Hossack	38	
Robert W. Wilson	46	
Hugh M'Whinnie	42	
Abraham Howling	30	
George Craib	51	
Charles Sturrock	36	From Ferry-port-on-Craig to Perth.
John Harrower	65	From Broughty Castle to Perth.
Henry Bell	61	
John M'Vinish	43	From two miles out of Cromarty to Dingwall.
Edward Rodger	58	From Fifeness, May Island, and St. Abb's Head, to Grangemouth and Stirling.
John Wilson	54	From Fifeness to the Red Head, and to St. Andrew's and Dundee, with all creeks.
Thomas Wilson	54	From Alloa, in Frith of Forth, round the north of Scotland.

TRINITY HOUSE OF LEITH—*continued.*

NAMES of PILOTS—*continued.*

		Limits:
David Galloway	aged 48	From Stirling to Inchkeith, and *vice versâ.*
James G. Robertson	40	From Leith Roads to Stromness, and *vice versâ.*
Walter Paterson	44	From May Island to Alloa, including all safe harbours within these limits, and *vice versâ.*
William Allan	57	From Alloa to St. Abb's Head, and *vice versâ.*
Andrew Gilmour	48	From Ness and Bass Rock to Grangemouth, and *vice versâ.*
John Deas	55	From Dysart to St. Abb's Head, and *vice versâ.*
John Edwards	39	From Perth to Tay Port, and *vice versâ.*
Robert Finnie	68	From Wemyss Harbour to Roads, and *vice versâ.*
John Bell	28	From St. Abb's Head on south side, and Red Head on north side.
Neil Weir	69	From Mull of Galloway to St. Abb's Head, including Frith of Clyde, Hebrides, Orkney Isle, and Frith of Forth.
Alexander Simpson	30	From Inchkeith to the Nore.
David Drysdale	48	From Inchkeith to Alloa.
Adam Currie	65	From Leith Roads, including Frith of Forth eastward to St. Abb's Head, to Orfordness, thence to Nore.
Alexander B. Gunn	48	
William Nicoll	39	From Leith Roads to the Nore, south to Pentland Frith on the north side.
John Punton	39	From Leith Roads, eastward, to St. Abb's Head, southwards, to Orfordness, thence to Nore.
George Stark	49	From Leith Roads, eastward, to St. Abb's Head on south side, and Red Head on north side, of Frith of Forth.
George Waterston	47	From Carron Roads to Cape Wrath, also from Carron Roads to Orfordness, thence to Nore, and *vice versâ.*
William Wood	63	From Ferry-port-on-Craig to Perth.
John M. Stevenson	29	From Red Head to Grangemouth, on south, and Alloa, on north.
David Stevenson	42	From St. Abb's Head to Alloa, north, to Red Head.
John Wilson	30	From St. Abb's Head to Grangemouth.
Robert Nicholson	61	In and out of Leven.
Thomas Wilson	31	From Red Head, on the north side, to St. Abb's Head, on the south side, to Grangemouth and Alloa.
James Gibson	47	From Buoy of Tay to Fifeness, to Leith Roads, down to St. Abb's Head, along the coast of England to Orfordness, thence to the Nore, and *vice versâ.*
Henry Malcolm	32	From St. Abb's Head and Fifeness to Alloa.
Andrew Edwards	34	From St. Abb's Head and Red Head, to Grangemouth and Alloa.
John Buick	61	From Arbroath to the Nore and Mull of Galloway.
William Greig	59	From Ferry-port-on-Craig to Perth, and Buoy of Tay to Perth, and *vice versâ.*
John Anderson	63	In the Frith of Forth.
William Elder	37	From St. Abb's Head and Red Head to Grangemouth and Alloa.
John Robertson	68	From St. Abb's Head and Red Head to Alloa.

Several of the pilots, besides their Trinity House licenses, hold also harbour licenses under other pilotage authorities, such as the Commissioners for the Harbour and Docks of Leith. No assistant pilots or apprentices are recognised by the Trinity House.

RATES of PILOTAGE.—The Rates printed at p. 5, Sess. 2 of 1857, still remain in force.

TRINITY HOUSE OF LEITH—*continued.*

AMOUNT received for PILOTAGE of VESSELS in 1863.

(1.)—INWARDS.

DISTANCES for which PILOTED.	*BRITISH VESSELS.									*FOREIGN VESSELS.				TOTALS.		REMARKS.
	COASTERS.			OVERSEA.												
	Not Towed by Steam.			Not Towed by Steam.			Towed by Steam.			Not Towed by Steam.		Towed by Steam.				
	No.	Amount.		No.	Amount.		No.	Amount.		No.	Amount.	No.	Amount.	No.	Amount.	
		£. s. d.			£. s. d.			£. s. d.			£. s. d.		£. s. d.		£. s. d.	
From Leith Roads to Carron Roads.	–	– –	–	5	20 16	6	–	– –	–	13	41 19	2	2 8 4	–	20	70 19	8	
From May Island to Leith Roads.	2	6 13	6	32	82 7	9	–	– –	–	4	14 10	6	67 168 7	4	105	271 19	1	
From Tay Buoy to Glasgow.	–	– –	–	1	10 –	–	–	– –	–	–	– –	–	– –	–	1	10 –	–	
From London to Leith	–	– –	–	1	10 –	–	–	– –	–	–	– –	–	– –	–	1	10 –	–	
On the East Coast of Scotland.	1	37 –	–	–	– –	–	–	– –	–	–	– –	–	– –	–	1	37 –	–	
On the West Coast of Scotland.	1	32 16	–	–	– –	–	–	– –	–	–	– –	–	– –	–	1	32 16	–	
Into Grangemouth	–	– –	–	105	108 13	6	8	15 14	6	125	285 1	1	15 20 13	–	253	430 2	1	
Into Burntisland	–	– –	–	11	14 7	6	–	– –	–	10	11 14	8	1 – 14	–	22	26 16	2	
Into Bo'ness	–	– –	–	56	36 16	1½	–	– –	–	39	56 3	–	3 2 6	–	98	95 5	1½	
Into Anstruther	–	– –	–	15	10 10	9	–	– –	–	1	– 5	1¼	– –	–	16	10 15	10¼	
Into Alloa	–	– –	–	17	43 –	6	–	– –	–	35	103 5	3	8 8 17	–	60	155 2	9	The pilotages for the distances herein mentioned comprehend also intermediate distances.
Into Granton	–	– –	–	2	8 8	–	–	– –	–	3	9 19	6	– –	–	5	18 7	6	
Into Kincardine Roads	–	– –	–	–	– –	–	–	– –	–	2	8 –	–	– –	–	2	8 –	–	
Into Kirkcaldy	–	– –	–	–	– –	–	–	– –	–	1	2 2	–	– –	–	1	2 2	–	
Into Hope	–	– –	–	1	1 –	–	–	– –	–	2	2 10	–	– –	–	3	3 10	–	
Into Pittenweem	–	– –	–	19	11 10	–	–	– –	–	1	– 8	9	– –	–	20	11 18	9	
Into Prestonpans	–	– –	–	1	1 15	–	–	– –	–	1	– 14	–	– –	–	2	2 9	–	
Into Newburgh	–	– –	–	31	29 8	–	–	– –	–	3	3 7	–	– –	–	34	32 15	–	
Into Perth	–	– –	–	22	28 8	6	–	– –	–	4	5 4	8	– –	–	26	33 13	2	No rates fixed by Trinity House.
Into Dysart	–	– –	–	5	2 16	6	–	– –	–	37	25 1	6	6 5 2	–	48	33 –	–	
Into Inverkeithing	–	– –	–	–	– –	–	–	– –	–	1	4 4	–	1 – 12	–	2	4 16	–	
Into St. David's	–	– –	–	17	13 16	–	–	– –	–	14	6 15	–	1 – 15	–	32	21 6	–	
Into St. Andrew's	–	– –	–	44	26 12	4	–	– –	–	2	2 3	–	– –	–	46	28 15	4	
Into Pettycur	–	– –	–	3	1 9	6	–	– –	–	–	– –	–	– –	–	3	1 9	6	
Into Charleston	–	– –	–	1	1 7	–	1	1 5	–	5	3 16	–	5 4 10	–	12	10 18	–	
Into Clackmannan	–	– –	–	4	5 1	–	–	– –	–	–	– –	–	– –	–	4	5 1	–	
Into Kennetpans	–	– –	–	1	– 15	–	–	– –	–	–	– –	–	– –	–	1	– 15	–	
Into Wemyss	–	– –	–	133	48 13	6	–	– –	–	20	9 17	–	– –	–	153	58 10	6	
Into Queensferry	–	– –	–	–	– –	–	–	– –	–	2	1 18	6	– –	–	2	1 18	6	
Into Eden	–	– –	–	3	1 3	–	–	– –	–	–	– –	–	– –	–	3	1 3	–	
Into Dundee	–	– –	–	1	3 –	–	–	– –	–	–	– –	–	– –	–	1	3 –	–	
Into Dingwall	–	– –	–	18	21 17	4	–	– –	–	–	– –	–	– –	–	18	21 17	4	
Into Woodhaven	–	– –	–	1	– 4	–	–	– –	–	–	– –	–	– –	–	1	– 4	–	
Into Tayport	–	– –	–	5	1 18	6	–	– –	–	–	– –	–	– –	–	5	1 18	6	
Into Balmernie	–	– –	–	1	– 7	6	–	– –	–	–	– –	–	– –	–	1	– 7	6	
Into Portmahomack	–	– –	–	–	– –	–	153	118 2	6	–	– –	3	3 – –		156	121 2	6	
Into Leven	–	– –	–	86	40 4	–	–	– –	–	12	9 18	–	– –	–	98	50 2	–	
TOTAL	4	76 9	6	642	586 7	3½	162	135 2	–	337	608 17	8¼	112 223 –	4	1,257	1,629 16	9¾	

* No distinction is made between the different classes of British and Foreign vessels, either in the rates of pilotage, or in the returns of the pilots.

TRINITY HOUSE OF LEITH—*continued.*

(2.)—OUTWARDS.

DISTANCES for which PILOTED.	*BRITISH VESSELS.										* FOREIGN VESSELS.						TOTALS.			REMARKS.
	COASTERS.				OVERSEA.															
	Not Towed by Steam.				Not Towed by Steam.				Towed by Steam.		Not Towed by Steam.				Towed by Steam.					
	No.	Amount.			No.	Amount.			No.	Amount.	No.	Amount.			No.	Amount.			No.	Amount.		
		£.	s.	d.		£.	s.	d.		£.	s.	d.		£.	s.	d.		£.	s.	d.		
From Leith to Downs	–	–	–	–	12	118	–	–	–	–	–	–	6	50	10	–	–	–	–	–	18	168	10	–
From Leith to Dover	–	–	–	–	3	31	–	–	–	–	–	–	1	12	–	–	–	–	–	–	4	43	–	–
From Leith to London	–	–	–	–	1	10	–	–	–	–	–	–	–	–	–	–	–	–	–	–	1	10	–	–
From Leith to Portland	–	–	–	–	–	–	–	–	–	–	–	–	1	14	–	–	–	–	–	–	1	14	–	–
From Leith to Newcastle	–	–	–	–	1	5	–	–	–	–	–	–	–	–	–	–	–	–	–	–	1	5	–	–
From Leith to Plymouth	–	–	–	–	1	10	–	–	–	–	–	–	–	–	–	–	–	–	–	–	1	10	–	–
From Tay Buoy to Downs	–	–	–	–	1	12	–	–	–	–	–	–	–	–	–	–	–	–	–	–	1	12	–	–
From Granton to Isle of Wight.	–	–	–	–	–	–	–	–	–	–	–	–	1	9	–	–	–	–	–	–	1	9	–	–
From Tay Buoy to Shields	–	–	–	–	–	–	–	–	–	–	–	–	1	5	–	–	–	–	–	–	1	5	–	–
From Granton to Cromarty, Kirkwall, Belfast, &c.	1	31	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	1	31	–	–
From Granton to Beachy Head.	–	–	–	–	1	10	–	–	–	–	–	–	–	–	–	–	–	–	–	–	1	10	–	–
Out of Leith	–	–	–	–	6	23	16	–	–	–	–	–	5	31	5	–	–	–	–	–	1	10	–	–
Out of Alloa	–	–	–	–	10	12	4	6	2	4	–	–	25	34	7	6	21	23	5	–	58	73	17	–
Out of Cariston Roads	–	–	–	–	6	9	8	–	–	–	–	–	–	–	–	–	–	–	–	–	6	9	8	–
Out of Burntisland	–	–	–	–	16	9	12	6	–	–	–	–	28	16	18	6	–	–	–	–	44	26	11	–
Out of Bo'ness	–	–	–	–	11	28	2	7½	–	–	–	–	29	19	14	3	–	–	–	–	70	47	16	10½
Out of Grangemouth	–	–	–	–	112	107	16	6	1	1	1	–	89	157	15	–	2	2	12	6	204	269	5	–
Out of Anstruther	–	–	–	–	14	10	10	9	–	–	–	–	1	–	5	1¼	–	–	–	–	15	10	15	10¼
Out of Kincardine	–	–	–	–	1	2	10	–	–	–	–	–	1	1	12	–	1	1	10	–	3	5	12	–
Out of Clackmannan	–	–	–	–	1	1	5	–	–	–	–	–	23	20	2	6	3	1	7	–	27	22	14	6
Out of Queensferry	–	–	–	–	–	–	–	–	–	–	–	–	1	1	10	–	–	–	–	–	1	1	10	–
Out of Pittenweem	–	–	–	–	18	10	2	6	–	–	–	–	1	–	8	9	–	–	–	–	19	10	11	3
Out of Pentland Firth	–	–	–	–	1	13	13	–	–	–	–	–	–	–	–	–	–	–	–	–	1	13	13	–
Out of Charleston	–	–	–	–	3	1	19	–	–	–	–	–	84	80	13	6	–	–	–	–	87	82	12	6
Out of Newburgh	–	–	–	–	7	5	17	–	–	–	–	–	6	5	19	–	–	–	–	–	13	11	16	–
Out of Kennetpans	–	–	–	–	1	–	10	–	–	–	–	–	32	19	1	–	–	–	–	–	33	19	11	–
Out of Wemyss	–	–	–	–	133	48	13	6	–	–	–	–	19	9	17	–	–	–	–	–	152	58	10	6
Out of Dundee	–	–	–	–	4	4	13	–	–	–	–	–	3	6	18	–	–	–	–	–	7	11	11	–
Out of St. Andrew's	–	–	–	–	16	9	17	4	–	–	–	–	2	2	3	–	–	–	–	–	18	12	–	4
Out of Dingwall	–	–	–	–	19	21	11	–	–	–	–	–	–	–	–	–	–	–	–	–	19	21	11	–
Out of Perth	–	–	–	–	9	8	10	–	–	–	–	–	4	4	–	–	–	–	–	–	13	12	10	–
Out of Inverkeithing	–	–	–	–	10	4	10	–	–	–	–	–	16	7	4	–	–	–	–	–	26	11	14	–
Out of Portmahomack	–	–	–	–	–	–	–	–	20	10	–	–	–	–	–	–	–	–	–	–	20	10	–	–
Out of Dysart	–	–	–	–	6	3	5	6	–	–	–	–	–	–	–	–	–	–	–	–	6	3	5	6
Out of St. David's	–	–	–	–	10	6	12	–	–	–	–	–	10	4	5	–	–	–	–	–	20	10	17	–
Out of St. Margaret's Hope.	–	–	–	–	–	–	–	–	–	–	–	–	1	3	–	–	–	–	–	–	1	3	–	–
TOTAL	1	31	–	–	464	540	19	8½	23	15	1	–	390	517	9	1¼	27	28	14	6	905	1,133	4	3½

The pilotages for the distances herein mentioned comprehend also intermediate distances.

No rates fixed by Trinity House.

* No distinction is made between the different classes of British and Foreign vessels, either in the rates of pilotage or in the returns of the pilots.

Note.—With the exception of vessels bound to and from Leith, Kirkcaldy, and such other harbours as are regulated by special Acts of Parliament, and license their own pilots, no change of pilots is compulsory within the Trinity House limits. No return of these harbour pilotages can be given by the Trinity House, as the harbour pilots are not under their authority, but under that of the several Harbour authorities.

ACCOUNT of MONIES Received and Expended in respect of PILOTAGE.

	£.	s.	d.		£.	s.	d.
To amount of payments made by holders of licenses	123	18	–	By amount paid for pensions or superannuations	123	18	–

25 February 1864.

Thomas Robertson, Secretary.

HARBOUR AND DOCKS OF LEITH.

REGULATIONS and RATES of PILOTAGE issued by the Harbour Commissioners.

See p. 96 of Parl. Paper, No. 243 of 1861. The Regulations and Rates there referred to are still in force.

NAMES of PILOTS.

James Allison	aged 65	Thomas Hume	aged 47	William Nicoll	aged 37
William Amos	55	Daniel Hall	43	James Paterson	53
William Bisset	49	Archibald Hall	37	Thomas Paterson	49
Liston Carnie, No. 1	55	John Hall	—	William Paterson	39
Robert Carnie, No. 1	50	George Jarvie	73	George Paterson	—
Robert Carnie, jun., No. 2	57	Philip Jarvie	42	David Ramsay	56
William Carnie	49	Robert Kirkpatrick	56	William Ramsay, No. 1	51
Robert Combe	53	Alexander Linton	46	Adam Rutherford	57
John Cook	48	Thomas Linton, No. 1	64	William Rutherford	55
John Carnie	41	Robert Linton	51	William Ramsay, jun., No. 2	41
Liston Carnie, No. 2	44	Alexander Liston	58	Martin Ramsay	51
Thomas Combe	43	Andrew Liston	56	Alexander Rutherford	43
Robert Carnie, No. 3	41	Archibald Logan	57	John Ramsay	38
John Combe, No. 1	54	William Linton	43	George Stewart	—
Andrew Carnie	—	Walter Linton	39	Peter Swanson	51
William Clark	48	William Logan	40	Robert Stevenson	47
Thomas Carnie	49	John Liston	40	Andrew Stevenson	43
Richard Corson	38	John Linton	41	Hugh Smith	56
John Combe, No. 2	37	William Liddle	40	David Stevenson	41
James Combe	—	George Linton	43	George Stark	49
Rutherford Durham	53	Thomas Linton, No. 2	37	Neil Sutherland	36
Robert Dryborough	62	Henry Liddell	44	William Tough, jun.	67
Robert Dryborough, No. 2	38	David Lyle	44	James Watson	49
John Dryborough	33	David Main	63	William Watson	54
David Flucker	79	Thomas Latta Main	38	David Wilson, No. 2	46
George Flucker, No. 1	54	John Mills	43	John Wilson	58
James Flucker, No. 1	60	Thomas M'Laren	43	Thomas Wilson, No. 1	75
James Flucker, No. 2	63	Hugh M'Whinnie	41	Thomas Wilson, No. 2	56
Philip Flucker	46	Jacob Noble	55	William Wilson	43
George Flucker, No. 2	48	John Noble, No. 1	62	Andrew Wilson	42
John Finlay	49	Robert Noble	44	John Young	50
James Graham	43	William Noble	51	Robert Young, No. 1	56
John Gardner	49	John Noble, No. 2	41	Robert Young, No. 2	42
Thomas Gray	38				

AMOUNT received for Pilotage of Vessels in 1863.

(1.)—Inwards.—The amount received was 1,014 *l.* 11 *s.* 3 *d.* No details can be given.

(2.)—Outwards.—The pilotage outwards is paid direct to the pilots; and the amount received by them is not known.

ACCOUNT of Monies received and expended in respect of Pilots or Pilotage.

Dr.	£.	*s.*	*d.*	*Cr.*	£.	*s.*	*d.*
To amount of fees received from applicants for licenses and certificates	–	10	6	By amount paid to pilots	938	8	10
To amount received for fines and forfeitures	5	16	–	By amount paid to Pilots' Widows' Fund	25	2	1
To gross amount received for inward pilotage	1,014	11	3	By amount applied to cover expense of collection	51	–	4
				By amount applied to cover expense connected with licenses	6	6	6
£.	1,020	17	9	£.	1,020	17	9

Reference is made to explanatory note at foot of p. 211 of Parl. Paper, No. 516 of 1855.

31 January 1864. *John Phinn*, Clerk.

PORT OF LOSSIEMOUTH.

Regulations issued by the Harbour Company.—The Regulations printed at pp. 212, 213 of Parl. Paper, No. 516 of 1855, are still in force.

NAMES of PILOTS.

Alexander Reid	aged 39	William M'Donald	aged 28
John Reid	31	William Souter	28
John Edward	33		

Rates of Pilotage.—3 *d.* per ton in and out.

AMOUNT received for Pilotage of Vessels in 1863.

(1.)—INWARDS.

BRITISH VESSELS.			FOREIGN VESSELS.		TOTALS.	
COASTERS.		OVERSEA.				
No.	Amount.		No.	Amount.	No.	Amount.
	£. s. d.			£. s. d.		£. s. d.
220	97 12 7½	Nil	16	7 19 1½	236	105 11 9

(2.)—OUTWARDS.

220	97 12 7½	Nil	16	7 19 1½	236	105 11 9

11 February 1864. *F. D. Robertson*, Secretary.

PORT OF MACDUFF.

Bye-Laws.—Nil.

Names of Pilots.—*See* p. 104 of Parl. Paper, No. 264 of 1863.

Rates of Pilotage.—The Rates printed at p. 93 of Parl. Paper, No. 270 of 1862, are still in force.

AMOUNT received for Pilotage of Vessels in 1863.

Inwards.			Outwards.		
	Number of Vessels.	Amount.		Number of Vessels.	Amount.
		£. s. d.			£. s. d.
Coasters	170		Coasters	170	
Oversea	60		Oversea	60	
	230	82 18 –		230	82 18 –
Extra work	–	60 – –	Extra work	–	50 – –
Total		142 18 –	Total		132 18 –

29 February 1864. *James Farquharson.*

PORT OF PETERHEAD.

Regulations issued by the Trustees of the Harbours of *Peterhead*.—The Regulations printed in Parl. Paper, No. 516 of 1855, pp. 216-218, are still in force.

NAMES of PILOTS.

Robert Ritchie - - - aged 35	Robert Slessor - - - aged 48	Andrew Milne - - - aged 52
William Watt - - - - 33	James Cordiner - - - - 36	William Buchan - - - - 40
Robert Strachan - - - - 27	George Cordiner - - - - 25	Alexander Strachan - - - 37
George Milne - - - - 24	John Robertson - - - - 35	Alexander Souter - - - 68
John Buchan - - - - 28	James Thain - - - - 33	Robert Taylor - - - - 29
George Strachan - - - - 37	Thomas Youil - - - - 38	Alexander Robertson - - - 47
John Watt - - - - 53	Robert Milne - - - - 62	John Groat - - - - 39
Andrew Buchan - - - - 30	Alexander Strachan - - - 24	David Stephen - - - - 65
Alexander Geddes - - - 30	William Mackie - - - - 47	William Thain - - - - 58
Alexander Alexander - - - 41	Alexander Strachan - - - 41	Mathew Nicol - - - - 57
Alexander Leask - - - - 55	Alexander Watt - - - - 39	Charles Alexander - - - 40

RATES of PILOTAGE.

The Rates printed at p. 113 of Parl. Paper, No. 5, Sess. 2 of 1857, still remain in force.

AMOUNT received for Pilotage of Vessels in 1863.

(1.)—INWARDS.

DISTANCES FOR WHICH PILOTED.	BRITISH VESSELS. COASTERS and OVERSEA.		FOREIGN VESSELS.		TOTALS.	
	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.
Into the Harbours of Peterhead - - -	560	182 7 8	61	19 3 11	621	201 11 7

(2.)—OUTWARDS.

Out of the Harbours of Peterhead - - -	560	182 7 8	61	19 3 11	621	201 11 7

ACCOUNT of Monies received and expended in respect of Pilots or Pilotage.

Dr.	£. s. d.	*Cr.*	£. s. d.
To amount of fees received from applicants for licenses and certificates - - - - -	2 9 6	By amount paid for salaries of secretary, clerk, and other officers - - - -	2 9 6
To gross amount received for - - - - - { Inward pilotage -	201 11 7	By amount paid for salary of captain pilot -	90 – –
{ Outward pilotage -	201 11 7	By amount paid for rent of offices, &c. -	6 – –
To balance provided from the revenue derived by the Trustees of the Harbours of Peterhead	64 19 –	By amount paid to pilots - - - -	372 2 2
£.	470 11 8	£.	470 11 8

10 February 1864.

William Boyd, Clerk.

PORT OF WICK.

REGULATIONS issued by the British Fishery Society.

The Regulations printed in Parl. Paper, No. 516 of 1855, p. 220, still remain in force.

NAMES of PILOTS.

The Persons mentioned at p. 101 of Parl. Paper, No. 287 of 1860, are still acting.

RATES of PILOTAGE.

See p. 106 of Parl. Paper, No. 264 of 1863.

AMOUNT received for PILOTAGE of VESSELS in 1863.

DISTANCES for which PILOTED.	BRITISH VESSELS.				FOREIGN VESSELS.		TOTALS.	
	COASTERS.		OVERSEA.					
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From a line drawn from the North Head to the South Head of Wick Bay -	172	85 10 6	262	226 4 –	84	66 4 3	518	377 18 9

ACCOUNT of MONIES received and expended in respect of PILOTS or PILOTAGE.

Dr.	£. s. d.	*Cr.*	£. s. d.
To gross amount received for - - - - { Inward pilotage -	188 19 4½	By amount paid to officers - - -	4 6 –
{ Outward pilotage -	188 19 4½		
To amount received from other sources - -	55 6 –	By balance paid to the pilots - - -	428 18 9
£.	433 4 9	£.	433 4 9

31 January 1864.

John Tudor, Agent.

IRELAND.

PORT OF BALLINA.

Bye-Laws.—Nil.

NAMES of PILOTS.

See p. 107 of Parl. Paper, No. 264 of 1863.

RATES of PILOTAGE.

Coasters - - - - 2*s.*
Foreign Vessels - - - 3*s.* } per foot on the draught of water.

AMOUNT received for Pilotage of Vessels in 1863.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.						FOREIGN VESSELS.	TOTALS.	
	COASTERS.				OVERSEA.				
	Not Towed by Steam.		Towed by Steam.		Towed by Steam.				
	No.	Amount.	No.	Amount.	No.	Amount.		No.	Amount.
		£. s. d.		£. s. d.		£. s. d.			£. s. d.
From the Bar to the Quay -	38	32 15 –	68	64 12 –	5	9 5 –	- - nil - -	111	116 12 –

(2.)—OUTWARDS.

From the Quay to the Bar -	44	39 12 –	59	54 3 –	5	8 2 –	- - nil - -	108	106 17 –

29 June 1864. *John M'Culloch*, Secretary.

PORT OF BELFAST.

Regulations issued by the Harbour Commissioners.—The Regulations printed at pp. 100–103 of Parl. Paper, No. 354 of 1856, still remain in force.

NAMES of PILOTS.

See p. 107 of Parl. Paper, No. 264 of 1863. Edward Minnards, apprentice, has left, and Richard M'Greevy, aged 16, has been added to the list.

RATES of PILOTAGE.

The Rates printed at pp. 103 and 104 of Parl. Paper, No. 354 of 1856, are still in force.

PORT OF BELFAST—*continued.*

AMOUNT received for the PILOTAGE of VESSELS in 1863.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.				TOTALS.	
	COASTERS.				OVERSEA.									
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Roads to Quays	1,510	617 10 9	2,605	1,045 8 2	16	16 8 6	145	139 12 8	16	8 7 6	133	122 6 11	4,425	1,949 14 6

(2.)—OUTWARDS.

From Quays to Roads	617	261 19 6	478	256 9 3	4	3 14 6	8	6 6 6	20	17 9 -	11	10 4 -	1,138	556 2 9

ACCOUNT of MONIES received and expended in respect of PILOTS or PILOTAGE.

Dr.	£. s. d.	*Cr.*	£. s. d.
To amount of fees received from applicants for licenses and certificates - - - -	1 16 -	By amount paid for or in respect of pilot boats, &c., including wages of masters, mates, and boatmen - - - - -	839 7 9
To gross amount received for { Inward pilotage	1,949 14 6		
{ Outward pilotage	556 2 9		
To amount received from other sources (including 20 per cent. of the pilots' wages) -	510 14 6	By amount paid for pensions or superannuations - - - - - -	32 - -
To balance - - - - - - -	358 17 3	By pilots' wages - - - - -	2,505 17 3
£.	3,377 5 -	£.	3,377 5 -

2 July 1864. *W. E. Young*, pro Secretary.

PORT OF COLERAINE.

No information can be given.

PORT OF CORK.

BYE-LAWS and RATES of PILOTAGE.

The Bye-Laws and Rates printed at pp. 103, 104 of Parl. Paper, No. 243 of 1861, are still in force.

NAMES of BRANCH PILOTS.

See p. 108 of Parl. Paper, No. 264 of 1863.

AMOUNT received for PILOTAGE of VESSELS in 1863.

The Commissioners have no means of ascertaining what amount has been received by the pilots.

1 February 1864. *James F. Sugrue*, Secretary.

PORT OF DROGHEDA.

Bye-Laws issued by the Harbour Commissioners.—*See* pp. 236, 237 of Parl. Paper, No. 516 of 1855.

NAMES of PILOTS.

Thomas Boylan - - - aged 32	Thomas Owens - - - aged 41	Michael Smith - - - aged 71
John Boylan - - - - 67	John Owens - - - - 36	John Owens - - - - 71
Mathew Owens - - - - 59	John Owens - - - - 34	Thomas Boylan - - - - 51
Peter Fitzpatrick - - - 77	John Boylan - - - - 37	Thomas Owens - - - - 30
John Reynolds - - - - 60	Richard Owens - - - - 40	John M'Guirk - - - - 30
Mathew Owens - - - - 47	Nicholas Boylan - - - 28	Peter Owens - - - - 50
James Owens - - - - 51	John Freeman - - - - 35	Mathew Owens - - - - 55
Bartholomew M'Guirk - - 49	James Freeman - - - - 29	Richard M'Guirk - - - 28
Edward Sheridan - - - 53	James Rourke - - - - 37	John Owens - - - - 31
Patrick Owens - - - - 42	James Smith - - - - 59	Felix Reynolds - - - - 29
John Owens - - - - 61	James M'Guirk - - - - 53	Robert Young - - - - 34
Patrick Owens - - - - 59	Michael Smith - - - - 44	Patrick Sheridan - - - 51
Thomas Boylan - - - - 37	Patrick Owens - - - - 68	John Sheridan - - - - 28
Patrick Boylan - - - - 36	Thomas Boylan - - - - 37	John King - - - - 32
Henry Garvey - - - - 57	Nicholas Owens - - - - 59	Peter Boylan - - - - 24
Thomas Owens - - - - 55	Thomas King - - - - 64	Nicholas Owens - - - 23
Patrick Owens - - - - 53	John Smith - - - - 38	Thomas Sweeney - - - 34
Patrick Owens - - - - 39	Peter King - - - - 41	Richard Boylan - - - 31
John Garvey - - - - 43	James Smith - - - - 44	John King - - - - 33
James Rourke - - - - 53		

Rates of Pilotage.—The Rates printed at p. 238 of Parl. Paper, No. 516 of 1855, are still in force.

AMOUNT received for Pilotage of Vessels in 1863.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.						FOREIGN VESSELS.				TOTALS.	
	COASTERS.				OVERSEA.							
	Not Towed by Steam.		Towed by Steam.				Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.			No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.				£. s. d.		£. s. d.		£. s. d.
From the Bay to the Quay of Drogheda - - -	199	125 16 -	307	162 - 6	-	nil -	2	2 10 -	7	6 11 3	515	296 17 9

(2.)—OUTWARDS.

From the Quay of Drogheda to the Bay - - -	430	258 - -	76	34 4 -	-	nil -	7	8 15 -	2	1 17 6	515	302 16 6

ACCOUNT of Monies received and expended in respect of Pilots or Pilotage.

Dr.		£. s. d.	*Cr.*	£. s. d.
To gross amount received for	Inward pilotage -	296 17 9	By amount paid secretary, being 2½ per cent. commission on gross amount of pilotage - - - - - -	14 19 1
	Outward pilotage	302 16 6	By amount paid - - - - -	584 15 2
	£.	599 14 3	£.	599 14 3

7 April 1864. *J. M'Namara*, Secretary.

PORT OF DUBLIN.

BYE-LAWS and RATES of PILOTAGE.—The Bye-Laws and Rates printed at pp. 100-102 of Parl. Paper, No. 270 of 1862.

NAMES of PILOTS.

See p. 110 of Parl. Paper, No. 264 of 1863; add the name of Terence Smith, aged 28.

SUB-PILOTS.

Add the names of Patrick Sharkey, aged 29; Thomas Roach, aged 21 years.

AMOUNT received for PILOTAGE of VESSELS in 1863.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.				FOREIGN VESSELS.		TOTALS.	
	COASTERS.		OVERSEA.					
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From outside the Banks to Dublin	1,935	2,277 15 8	159	406 19 7	163	470 – 7	2,257	3,154 15 10
From inside the Banks to Dublin	1,187	835 5 3	125	211 3 7	42	88 5 –	1,354	1,134 13 10
From outside the Banks to Kingston	158	161 13 6	14	34 19 1	4	7 1 –	176	203 13 7
From inside the Banks to Kingston	100	51 10 6	7	9 11 3	9	9 4 4	116	70 6 1
TOTAL	3,380	3,326 4 11	305	662 13 6	218	574 10 11	3,903	4,563 9 4
								4,212 8 7 (British.)

(2.)—OUTWARDS.

From Docks and Quays to Poolbeg Lighthouse	–	–	929	353 3 8	39	16 18 2	968	370 1 10

ACCOUNT of the Receipt and Expenditure of MONIES received in respect of PILOTS or PILOTAGE.

Dr.	£. s. d.	*Cr.*	£. s. d.
To amount of fees received from applicants for licences and certificates	57 – –	By balance from last account	1,483 17 10
To gross amount received for Inward pilotage	4,201 3 7	By amount paid for salaries of secretary, clerk, and other officers	192 18 8
To gross amount received for Outward pilotage	370 4 2	By amount paid for or in respect of pilot boats, &c.	670 1 6
To amount received from other sources:—		By amount paid for pensions or superannuations	149 18 6
Difference of dues on foreign vessels privileged as British inwards	344 4 –	By amount paid to sea pilots for inwards pilotage	4,201 3 7
Ditto ditto outwards	17 14 –	By amount paid to river pilots for outwards pilotage	370 4 2
To amount pilot boats' earnings, being one-fifth of the pilot notes sent in for payment	913 8 9	By amount paid to pilots, being the differences of dues on foreign vessels privileged as British	361 18 –
To balance carried to next account	1,526 7 9		
£.	7,430 2 3	£.	7,430 2 3

17 February 1864.

Rob. Wilcox, P. M.

PORT OF DUNDALK.

BYE-LAWS—Nil.

NAMES of PILOTS.—The Persons mentioned at p. 104 of Parl. Paper, No. 270 of 1862, are still acting.

RATES of PILOTAGE.—The Rates printed in Parl. Paper, No. 516 of 1855, p. 244, and in Parl. Paper, No. 5, Sess. 2 of 1857, p. 121, are still in force.

AMOUNT received for PILOTAGE of VESSELS in 1863.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.		TOTALS.	
	COASTERS.				OVERSEA.							
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.					
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.			No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.				£. s. d.
Inwards	374	201 19 –	192	130 2 –	11	17 4 3	19	38 16 3	– nil –		596	388 1 6
Outwards	491	180 – 3	75	12 – –	21	24 2 3	9	14 – 6	– nil –		596	230 3 –
TOTAL Inwards and Outwards	865	381 19 3	267	142 2 –	32	41 6 6	28	53 16 9	– – –		1,192	618 4 6

This Return does not include steam ships trading to the port.

5 March 1864. *T. J. Pooler*, Secretary.

PORT OF GALWAY.

REGULATIONS and RATES of PILOTAGE issued by the Harbour Commissioners.

The Regulations and Rates printed at p. 246 of Parl. Paper, No. 516 of 1855, are still in force.

NAMES of PILOTS.

Joseph Evans - - - aged 46	Bartly Donohoe - - aged 44	Michael Joyce - - - aged 37
Burtly Oliver - - - - 43	Bryan Joyce - - - - 59	Michael King - - - - 40

AMOUNT received for PILOTAGE of VESSELS in 1863.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.				TOTALS.	
	COASTERS.				OVERSEA.									
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Roadstead to Galway Floating Docks	72	38 5 4	23	16 – 6	6	4 11 3	11	9 1 4	9	7 11 2	18	15 18 7	139	91 8 2

(2.)—OUTWARDS.

From Floating Docks to Roadstead	82	46 6 2	13	7 19 8	13	10 6 2	4	3 6 5	19	17 3 4	8	6 6 5	139	91 8 2

PORT OF GALWAY—*continued.*

ACCOUNT of MONIES received and expended in respect of PILOTS or PILOTAGE.

Dr.	£.	s.	d.	*Cr.*	£.	s.	d.
To gross amount received for inward pilotage from Roadstead to Dock	91	8	2	By amount paid to pilots	280	11	6
To gross amount received for outward pilotage from Dock to Roadstead	91	8	2	By amount paid collector's fees	14	15	4
To amount received, from Arran Islands to Roadstead	112	10	6				
£.	295	6	10	£.	295	6	10

13 February 1864.

P. Skirrett, Clerk.

PORT OF LIMERICK.

REGULATIONS issued by the Harbour Commissioners.
The Regulations printed at p. 249 of Parl. Paper, No. 516 of 1855, are still in force.

NAMES of PILOTS.—No alteration since last Return.

RATES of PILOTAGE.—*See* p. 112 of Parl. Paper, No. 264 of 1863.

AMOUNT received for PILOTAGE.—No information can be given.

PORT OF LONDONDERRY.

BYE-LAWS.—The Bye-Laws printed at p. 112 of Parl. Paper, No. 244 of 1859, are still in force.

NAMES of PILOTS.

James M'Daid	aged 58	Neal Gillespie, jun. (No. 2)	aged 39
Philip M'Daid	50	Daniel M'Carron	43
Owen M'Daid	59	Hugh M'Laughlin	49
James O'Donnell	39	Patrick O'Donnell	54
William Bradley	44	John Smyth	30
John Gillespie, jun. (No. 2)	39	Laughlin M'Cann	31
Patrick M'Laughlin	53	Neal Gillespie, sen.	40
Edward M'Gonegal	53	Daniel Gillespie	32
William Loughrey	60	John Gillespie (No. 3)	36
Michael Harkin	54	Neal M'Laughlin	35
Daniel M'Daid	59	Thomas M'Candless	30
Patrick Ruddin	51	Joseph Mitchell	–
John Gillespie, sen. (No. 1)	43	George Hutchison	–
Daniel M'Cann	40	George Clarke	–
Neal Loughrey	35		

} To pilot vessels of any draught of water.

John Loughrey aged 65 — To pilot vessels of 10 feet draught of water.

James Smyth	aged 54	John O'Donnell	aged 27
Edward Loughrey	29		

John O'Donnell aged 27 — Supernumerary Pilots:—To pilot vessels of any draught of water.

John M'Laughlin aged 31 — Supernumerary Pilot:—To pilot vessels of 12 feet draught of water.

Hugh H'Gonagle – Supernumerary Pilot:—To pilot vessels of 10 feet draught of water.

Thomas Holland	aged 40	Michael Loughrey	–
Con O'Donnell	28		

Michael Loughrey – Apprentice Pilots:—To take charge of vessels when no other pilots can be procured.

RATES of PILOTAGE.—The Rates printed at p. 109 of Parl. Paper, No. 243 of 1861, are still in force.

PORT OF LONDONDERRY—*continued.*

AMOUNT received for PILOTAGE of VESSELS in 1863.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.				TOTALS.	
	COASTERS.				OVERSEA.									
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Sea or Greencastle to Moville.	8	10 17 1	–	– – –	–	– – –	–	– – –	–	– – –	–	– – –	8	10 17 1
From Sea, Greencastle, or Moville to Londonderry.	962	459 10 6	270	349 1 7	9	17 9 3	69	169 18 4	7	15 4 2	57	140 6 9	1,374	1,151 10 7
From Sea to Moville, being the Montreal Ocean Steam Ship Company's steamers, calling twice weekly in this harbour to land and receive mails and passengers.	–	– – –	–	– – –	103	229 16 6	–	– – –	–	– – –	–	– – –	103	229 16 6
TOTAL - - -	970	470 7 7	270	349 1 7	112	247 5 9	69	169 18 4	7	15 4 2	57	140 6 9	1,485	1,392 4 2

(2.)—OUTWARDS.

From Moville to Greencastle or Sea.	7	2 13 2	–	– – –	–	– – –	–	– – –	–	– – –	–	– – –	7	2 13 2
From Londonderry to Moville, Greencastle, or Sea.	1,267	416 1 1	44	30 9 7	38	38 2 10	39	57 12 7	42	45 14 6	33	53 – 9	1,463	641 1 4
TOTAL - - -	1,274	418 14 3	44	30 9 7	38	38 2 10	39	57 12 7	42	45 14 6	33	53 – 9	1,470	643 14 6

ACCOUNT of the RECEIPT and EXPENDITURE of all MONIES received by or on behalf of PILOTAGE.

Dr.	£. s. d.	*Cr.*	£. s. d.
To amount of fees received from applicants for licenses and certificates - - - -	4 12 6	By amount paid for salaries of secretary, clerk, and other officers - - - - - -	107 13 11
To amount received as contribution to superannuation or widows' fund - - -	13 13 11	By amount paid for pensions or superannuations - - - - - - -	13 13 11
To amount received for fines and forfeitures	8 – –	By amount paid to pilots - - - - -	2,035 18 8
To gross amount received for - - - - - Inward pilotage -	1,473 19 4	By fines and forfeitures transferred to the Harbour Commissioners' general account -	19 5 5
To gross amount received for - - - - - Outward pilotage	680 18 8	By fees for licenses and certificates transferred to the Commissioners' general account -	4 12 6
£.	2,181 4 5	£.	2,181 4 5

11 August 1864.

A. H. Stewart, Secretary.

PORT OF NEW ROSS.

REGULATIONS.—None beyond those contained in the Act of 1861.

RATES of PILOTAGE.

The Rates printed at p. 107 of Parl. Paper, No. 270 of 1862, are still in force.

NAMES of PILOTS.

The persons named at p. 114 of Parl. Paper, No. 264 of 1863, are still acting. Add the name of James Redmond, aged 30.

AMOUNT received for PILOTAGE of VESSELS in 1863.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.				FOREIGN VESSELS.		TOTALS.	
	COASTERS.		OVERSEA.					
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Cheekpoint to New Ross - - -	210	123 9 10	12	34 8 6	19	46 12 –	241	204 10 4

(2.)—OUTWARDS.

From Cheekpoint to New Ross - - -	210	121 19 10	12	33 6 3	19	46 12 –	241	201 18 1

Vessels coming to this Port are obliged to take pilots of the Port and Harbour of Waterford from the entrance of that Harbour to the junction of the River Suir and Barrow, called Cheekpoint, where the Port of New Ross commences, and the pilotage in respect thereof is paid to those Commissioners.

ACCOUNT of the RECEIPT and EXPENDITURE of all MONIES received by or on behalf of PILOTAGE.

Dr.	£. s. d.	*Cr.*	£. s. d.
To balance brought from last account -	32 18 8	By amount paid for salaries of secretary, clerk, and other officers, and harbour master -	85 11 –
To gross amount received for - - - - - Inward pilotage -	204 10 4	By amount paid for rent of offices, &c. - -	12 5 –
To gross amount received for - - - - - Outward pilotage	201 18 1	By amount paid for or in respect of pilot boats, buoys, &c., and boys - - - - -	13 – –
To amount received for income tax - - -	6 5 –	By amount paid for pensions or superannuations and watchman - - - - - -	43 8 –
By balance - - - - - - - -	3 10 3	By amount paid for mooring chains, &c. -	20 – –
		By amount paid seven pilots - - -	256 4 9
		By per-centage to rate collector and treasurer	18 13 7
£.	449 2 4	£.	449 2 4

4 February 1864.

James Kearns, Secretary.

PORT OF NEWRY.

BYE-LAWS issued by the Newry Navigation Company.—Nil.

NAMES of PILOTS.—*See* p. 115 of Parl. Paper, No. 264 of 1863.

RATES of PILOTAGE.—The Rates mentioned at p. 114 of Parl. Paper, No. 287 of 1860, are still in force.

AMOUNT received for PILOTAGE.

The information cannot be given. No part of the pilotage is collected in this office, but is received by the pilots themselves, who are scattered over a large extent of coast. The Act does not render it imperative on vessels to take pilots; numbers, particularly regular traders, do not do so, and steam vessels never do. The pilots are, moreover, engaged in other occupations when their services are not required as pilots.

30 January 1864. *Robert A. Plunkett*, Clerk.

PORT OF SLIGO.

REGULATIONS issued by the Commissioners of the Port and Harbour.

The Regulations printed at p. 264 of Parl. Paper, No. 516 of 1855, are still in force.

NAMES of PILOTS.

John M'Loghlen	aged 65	Pat Gillon	aged 59	Licensed to pilot vessels from the Wheaten Rock, in Sligo Bay, to the Quays of Sligo, and also outward.
Fran. Herarty	55	Pat Bruen	48	
James Caraway	55	John M'Gowen	42	
Bartly Hart	34	John Bruen, sen.	38	
Pat Caraway, sen.	37	Andrew Kilgallen	33	
Pat Caraway, jun.	28	John Bruen, jun.	30	
Martin Burns	62	Michael Conway, sen.	35	
Michael Conway	59	Michael Burns	37	
Francis Feeney	51	William Gillon	40	
Michael Gillon	51	Pat Kilgallen	35	

NAMES of APPRENTICES.

Martin Bruen	aged 26	F. Herarty	aged 24	Michael Gillon	aged 19
Pat Bruen	26	James Caraway	20	Pat M'Gowan	17
Andrew Kilgallen	24	James M'Gowan	18	Bartly Caraway	21
James Feeney	24	John Gillon	19	John Obins	20
John Caraway	24	James Kilgallen	19	Michael M'Loghlen	24
Pat Gillon	21	James Conway	21	John Gerarty	19
John Bruen	25				

RATES of PILOTAGE.—The Rates printed at p. 115 of Parl. Paper, No. 287 of 1860, are still in force.

PORT OF SLIGO—*continued.*

AMOUNT received for PILOTAGE of VESSELS in 1863.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.				FOREIGN VESSELS.		TOTALS.	
	COASTERS.		OVERSEA.					
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Wheaten Rock, in Sligo Bay, to Sligo Quay.	366	388 19 7	19	40 12 6	30	49 17 6	415	479 9 7

(2.)—OUTWARDS.

From Sligo Quays or Pool to Sea - - -	366	338 2 4	19	23 1 -	30	29 4 -	415	390 7 4

ACCOUNT of MONIES received and expended in respect of PILOTAGE.

Dr.		£. s. d.	*Cr.*	£. s. d.
To gross amount received for - -	Inward pilotage -	479 9 7	By amount paid to officers - - -	28 19 7
	Outward pilotage -	390 7 4	By amount paid for pensions or superannuations - - - - - - - -	67 - -
			By balance paid sea and river pilots - -	773 17 4
	£.	869 16 11	£.	869 16 11

2 February 1864.

Moses Monds, Secretary.

PORT OF TRALEE.

BYE-LAWS issued by the Public Works Loan Commissioners.

The Bye-Laws printed at p. 113 of Parl. Paper, No. 243 of 1861, are still in force.

NAMES of PILOTS.

The Pilots mentioned at p. 110 of Parl. Paper, No. 270 of 1862, are still acting.

RATES of PILOTAGE.

The Rates mentioned at p. 116 of Parl. Paper, No. 287 of 1860, are still in force.

PORT OF TRALEE—*continued.*

AMOUNT received for PILOTAGE of VESSELS in 1863.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.				FOREIGN VESSELS.		TOTALS.	
	COASTERS.		OVERSEA.					
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From outside Harbour to the Samphire Roads	33	29 8 –	12	28 8 6	15	47 19 6	60	126 14 3

(2.)—OUTWARDS.

From Tralee Basin to limits of Harbour	45	22 19 –	–	–	–	–	45	22 19 –

These returns are supplied by the pilots themselves, who are paid direct by the masters of vessels, and not through the Harbour Office.

10 February 1864. *William Hilliard*, Secretary.

PORT OF WATERFORD.

BYE-LAWS and RATES of PILOTAGE issued by the Harbour Commissioners.—The Bye-Laws and Rates printed at pp. 269, 270 of Parl. Paper, No. 516 of 1855, still remain in force.

NAMES of PILOTS.

See p. 117 of Parl. Paper, No. 264 of 1863.

AMOUNT received for PILOTAGE of VESSELS in 1863.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.				FOREIGN VESSELS.		TOTALS.	
	COASTERS.		OVERSEA.					
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From the Saltees, eastward, or Great Newtown Head, westward, to Passage.	–	– – –	11	20 2 –	6	13 18 –	17	34 – –
Ditto to Cheekpoint	–	– – –	7	16 – 2	18	44 9 6	25	60 9 8
Ditto to Waterford	–	– – –	38	124 18 7	83	276 18 3	121	401 16 10
From Bagenbun, eastward, or Foilskirt, westward, to Passage.	–	– – –	1	1 10 –	–	– – –	1	1 10 –
Ditto to Cheekpoint	–	– – –	3	5 19 4	4	8 2 –	7	14 1 4
Ditto to Waterford	–	– – –	9	24 13 1	24	72 17 6	33	97 10 7
From Hook Tower (Harbour's Mouth) to Passage.	84	63 14 –	17	16 3 9	10	13 18 –	111	93 15 9
Ditto to Cheekpoint	168	138 14 4	3	5 – 10	8	12 – –	179	155 15 2
Ditto to Waterford	888	1,334 14 1	11	26 7 7	19	47 4 2	918	1,408 5 10
From Passage to Waterford	37	24 9 1	–	– – –	–	– – –	37	24 9 1
TOTAL	1,177	1,561 11 6	100	240 15 4	172	489 7 5	1,449*	2,291 14 3

(2.)—OUTWARDS.

From Waterford to Cheekpoint	4	1 5 –	–	– – –	–	– – –	4	1 5 –
From Waterford to Passage	882	563 8 1	5	3 15 8	66	51 14 5	953	618 18 2
From Waterford to Hook Tower (Harbour's Mouth).	37	45 3 3	11	16 2 5	56	79 9 2	104	140 14 10
From Passage to Hook Tower	9	6 12 3	23	17 11 4	21	20 3 2	53	44 6 9
TOTAL	932	616 8 7	39	37 9 5	143	151 6 9	1,114†	805 4 9

* Of the above 1,449 vessels, 221 vessels, paying 230 *l.* 6 *s.* 2 *d.* of the above 2,291 *l.* 14 *s.* 3 *d.*, went to New Ross, and, it is believed, had to pay pilotage there. Its amount is not known at this office.

† Of the above 1,114 vessels, nine vessels, paying 5 *l.* 7 *s.* 8 *d.* of the above 805 *l.* 4 *s.* 9 *d.*, came from New Ross, and, it is believed, had to pay pilotage to the New Ross Harbour Commissioners. Amount not known at this office.

Note.—In the port of Waterford, Foreign and British Vessels pay alike, and vessels towed by steam pay as those not towed.

PORT OF WATERFORD—*continued.*

ACCOUNT of MONIES received and expended in respect of PILOTS and PILOTAGE.

Dr.	£.	s.	d.	*Cr.*	£.	s.	d.
Gross amount for - Inward pilotage -	2,291	14	3	Pilots' proportion of pilotage earned - -	1,543	17	9
Gross amount for - Outward pilotage	805	4	9	Salaries of pilot master and assistant - -	160	–	–
Interest on bank account to 31st March 1863	20	15	3	Supplying boat and crew at Passage pilot station - - - - - - - -	103	10	–
				Office expenses at Dunmore and Passage -	21	10	–
				Office expenses and other general charges at Waterford - - - - - - -	192	14	2
				Expenses of pilot cutters - - - - -	548	13	7
				Allowances to four superannuated pilots -	66	5	–
				Gratuities towards funeral expenses of two pilots - - - - - - - -	2	–	–
				Pensions to orphans and widows of pilots -	170	10	–
				Life-boat subscription - - - - -	5	–	–
				Incidental expenses at Dunmore and Waterford - - - - - - - -	13	15	8
Receipt - - -	3,117	14	3	Expenditure - - -	2,827	16	2
Balance due to Waterford Harbour Commissioners, 31st December 1863 - -	2,003	5	8	Balance stated on last account as due to Waterford Harbour Commissioners, 31st December 1862 - - - - -	2,293	3	9
£.	5,120	19	11	£.	5,120	19	11

25 January 1864. *John Farrell*, Secretary.

PORT OF WESTPORT.

BYE-LAWS.—Nil.

NAMES of PILOTS.—*See* p. 119 of Parl. Paper, No. 264 of 1863.

RATES of PILOTAGE.—The Rates printed at p. 272 of Parl. Paper, No. 516 of 1855, are still in force.

AMOUNT received for PILOTAGE of VESSELS in 1863.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.				FOREIGN VESSELS.		TOTALS.	
	COASTERS.		OVERSEA.					
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From the Lighthouse of Innishgorth to any place within the Harbour of Westport - - - - -	65	68 13 3	9	19 18 3	13	25 – 1	87	113 11 7

(2.)—OUTWARDS.

From any place within the Harbour of Westport to the Lighthouse of Innishgorth - - - - -	65	68 13 3	9	19 18 3	13	25 – 1	87	113 11 7

ACCOUNT of MONIES received and expended in respect of PILOTS and PILOTAGE.

Dr.	£.	s.	d.	*Cr.*	£.	s.	d.
To gross amount received for - - - - - Inward pilotage -	113	11	7	By amount paid for salaries - - -	204	8	10
To gross amount received for - - - - - Outward pilotage	113	11	7	By amount paid for or in respect of pilot boats, buoys, &c. - - - - - -	119	9	5
To amount received from other sources -	96	15	1				
£.	323	18	3	£.	323	18	3

30 January 1864. *Jas. Pinkerton*, Secretary.

PORT OF WEXFORD.

REGULATIONS and RATES of PILOTAGE issued by the Harbour Commissioners.

The particulars given at p. 116 of Parl. Paper, No. 243 of 1861, are applicable to the present Return.

NAMES of PILOTS.

Nicholas King	aged 64	William Morris	aged 40
Stephen Larkin	59	N. Sanders	40
Martin Breen	48	Robert Blake	40
Nicholas Devereux	49	William Carley	41
Joseph Philips	49	N. Blake	29
Edward Murphy	49		

Licensed as Bar and Harbour pilots.

P. Rooney	aged 67	John Lambert	aged 75
James Byrne	69	Patrick Byrne	72

Licensed as Harbour pilots.

Mark Devereux - aged 63 | Licensed as pilot master.

RATES of PILOTAGE.—*See* p. 120 of Parl. Paper, No. 264 of 1863.

AMOUNT received for PILOTAGE of VESSELS in 1863.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS. COASTERS. Not Towed by Steam. No.	Amount.	Towed by Steam. No.	Amount.	OVERSEA.	FOREIGN VESSELS. Not Towed by Steam. No.	Amount.	TOTALS. No.	Amount.
		£. s. d.		£. s. d.			£. s. d.		£. s. d.
From Bay to Quay	306	400 6 8	106	188 13 11	nil	4	8 17 8	416	597 18 3

(2.)—OUTWARDS.

From Quay to Bay	306	400 6 8	106	188 13 11	nil	4	8 17 8	416	597 18 3

ACCOUNT of the RECEIPT and EXPENDITURE of all MONIES received by or on behalf of PILOTAGE.

Dr.	£. s. d.	*Cr.*	£. s. d.
To amount received for fines and forfeitures	10 – –	By amount paid for salaries of collecting clerk and treasurer	43 16 11
To gross amount received for Inward pilotage	597 18 3	By amount paid for rent of offices, &c.	15 – –
To gross amount received for Outward pilotage	597 18 2	By amount paid for or in respect of pilot boats, buoys, &c.	66 4 9
To amount received from sale of boats	133 14 6	By amount paid for pensions or superannuations	13 15 –
		By amount paid pilots, and extra ditto	904 2 5
		By amount paid returned pilotage to vessels using steam tugs	70 10 –
		By amount paid printing	1 14 3
		By amount paid for repairs to pilot house	19 10 –
		By balance carried to next account	204 17 7
£.	1,339 10 11	£.	1,339 10 11

1 July 1864.

Jasp. W. Walsh, Secretary.

PILOTAGE.

ABSTRACT

OF

RETURNS

RELATING TO

PILOTS AND PILOTAGE

IN THE

UNITED KINGDOM,

(Year ending 31 December 1863).

In continuation of Parliamentary Paper, No. 264 of 1863.

(*Presented pursuant to Act of Parliament.*)

Ordered, by The House of Commons, *to be Printed,*
21 *June* 1864.

[*Price* 1 *s.* 3 *d.*]

416.

Under 12 *oz.*

PILOTAGE.

RETURN to an Order of the Honourable The House of Commons, dated 7 June 1864;—*for*,

COPIES "of any MEMORIALS or REPRESENTATIONS to the BOARD of TRADE, having reference to the PILOTAGE JURISDICTION of the TRINITY HOUSE, from the 1st day of January 1863 to the present Time:"

"And, of any important MEMORIALS or REPRESENTATIONS having reference to COMPULSORY PILOTAGE, or to RESTRICTIONS on PILOTAGE SERVICES, or the present System of PILOTAGE RATES, or the mode of enforcing Payment thereof; together with the ANSWERS, if any, to such Memorials or Representations, or a short Statement of the Action, if any, taken thereupon."

Board of Trade, Whitehall,
30 November 1864.

T. H. FARRER.

(*Mr. Augustus Smith.*)

Ordered, by The House of Commons, *to be Printed,*
26 *July* 1864.

For previous Memorials and Correspondence, *see* Parliamentary Paper, No. 455, Session 1862; and for Correspondence relating to the Trinity House, Newcastle, since 1862, *see* Parliamentary Paper, No. 463, Session 1863, and Parliamentary Paper, No. 533 of Session 1864.

ABSTRACT OF PAPERS.

	SUBJECT.	Numbers.
Board of Trade, Mr. Smith, M.P., and Trinity House.	As to Pilotage arrangements at Scilly - - - - - -	1 to 12
Board of Trade and Trinity House, 1862.	Relative to an extension of the limits inserted in the Licenses held by the London Watermen Pilots	13 to 17
Board of Trade and Trinity House, 1862.	Correspondence relative to an alteration in the Pilotage rates within the London and English Channel.—Order in Council.	18 to 23
Board of Trade, Mr. Files, Trinity House, 1862.	As to apportionment of the amount paid for putting Pilots on board Vessels, and for Pilotage into the Downs.	24 to 27
Mr. Warren and Board of Trade, 1863	As to the formation of a Pilotage Board for Carmarthen - -	28 to 39
Board of Trade and Mr. Wright -	As to readjustment of Pilotage management at King's Lynn - -	40 to 41
Mr. Smeetham and Board of Trade, 1863.	As to refusal of a Pilot to take charge of a Vessel, the Master of which holds a Pilotage Certificate.	42 to 43
Board of Trade and Messrs. Sloan, 1863.	As to examination of Mr. Fry for a Pilot's License at Swansea -	44 to 49
Board of Trade, Mr. Neill, Mr. Brenner and Mersey Docks and Harbour Board, 1862.	As to the granting of Pilotage Licenses to Masters and Mates engaged in the Foreign Trade.	50 to 59
Board of Trade and Mr. James Walter, 1862.	As to liability of the "William" to compulsory Pilotage when putting into Plymouth through Stress of Weather.	60 to 62
Board of Trade and Messrs. Bahr and Co., 1862.	As to a similar case at Holyhead - - - - - - - -	63 to 64
Board of Trade and Mr. Smith, 1863	As to exemption of a Vessel from compulsory Pilotage, in the absence of her regular Master.	65 to 66
Mr. Stephens and Board of Trade, 1862.	As to complaints of Cardiff Pilots - - - - - - -	67 to 76
Pilot; Clyde Navigation and Board of Trade.	Exemption of certain Vessels from compulsory Pilotage.—Order in Council.	77 to 82
Board of Trade, Mr. Percival, and Newport Pilotage Commissioners.	As to the necessity for Supplemental Licenses for Newport, Gloucester, and Cardiff.	83 to 88
Board of Trade and Harbour Commissioners of Boston.	As to the exercise by the Commissioners of the powers given them by the Merchant Shipping Act, 1864.	89 to 97
Board of Trade and Shipowners of Maryport and Workington.	As to a proposed Provisional Order for the regulation of the Pilotage at Dublin.	98 to 100
Board of Trade and Newport Pilotage Commissioners.	As to reduction of Rates - - - - - - - - - -	101 to 102
Board of Trade and Lynn Commissioners.	Question as to grant of a Pilotage Certificate to one of their own body.	103 to 104
Board of Trade and Pilotage Board, Cardiff.	Question as to necessity for employment of a Pilot at Ilfracombe -	105 to 108
Board of Trade and Trinity House -	Relative to a proposed Bye-law for preventing Pilots from owning Steam-tugs.	109 to 116

COPIES of MEMORIALS or REPRESENTATIONS to the BOARD of TRADE, having reference to the PILOTAGE JURISDICTION of the TRINITY HOUSE, from the 1st day of January 1863 to the present Time:—And, of any important MEMORIALS or REPRESENTATIONS having reference to COMPULSORY PILOTAGE, or to RESTRICTIONS on PILOTAGE SERVICES, or the present System of PILOTAGE RATES, or the mode of enforcing Payment thereof; together with the ANSWERS, if any, to such Memorials or Representations, or a short Statement of the Action, if any, taken thereupon.

No. 1.

(No. 14,126 *a.*)

The Secretary, Board of Trade, to the Secretary, Trinity House.

Office of Committee of Privy Council for Trade.
Marine Department,
Whitehall, 19 December 1863.

Sir,

I AM directed by the Lords of the Committee of Privy Council for Trade, to transmit to you, to be laid before the Elder Brethren of the Trinity House, the accompanying copy of a statement (received through Mr. Augustus Smith, the Member for Truro) relative to the granting of pilots' licenses to the crews of the two pilot cutters belonging to St. Mary's, Scilly.

As the matter is one for the consideration of the Trinity House rather than of this Board, my Lords will be obliged if the Elder Brethren will favour them with such information as may enable them to reply to Mr. A. Smith.

I am &c.

The Secretary, Trinity House. (signed) *T. H. Farrer.*

Enclosure in No. 1.

STATEMENT.

THE "Atlantic" pilot cutter, one of the pilot boats belonging to St. Mary's, Scilly, and the finest boat belonging to the islands, is without a licensed pilot. One of the crew was not long since suspended, and his license is not likely to be renewed, and two other licensed pilots of the crew have lately been superannuated.

The boat was lengthened last year at an expense of upwards of 180 *l.*

The reason given for no license being accorded, is because only 20 pilots are allowed for the island instead of 30 as formerly, and that number is complete.

The disadvantage to the boat is very serious, and the owners and crew, who are a fine set of men, both as pilots and seamen, will be obliged to abandon their calling, if they are kept long in their present advantageous position.

All the crew are almost every one fit to be licensed as pilots, being able-bodied and admirable seamen, but only one or two are eligible for licenses, because they are above 30 years of age.

No men are licensed above that age, on account of the superannuation.

Why should not men who are fit, still be licensed as pilots, waiving the right to superannuation?

As an instance of the folly of the present rules of the Board of Trade, this cutter affords at this moment a notable instance. She has been hired for a time for the conveyance of the mails, and as packet while the "Little Western" steamer is undergoing repairs. Having no licensed pilot, no one of the crew are eligible to act as master, though they have been beating about the adjoining seas all their lives. A man with a certificate has therefore been obliged to be engaged, a soft, half-baked sort of chap, who has passed a Board of Trade examination, and obtained a master's certificate, but who is thoroughly unacquainted with cutter-sailing, and who no one would trust to command such a craft, if it could be helped. Indeed he does not really command the cutter now, though he is put on board to meet the requirements of the Board of Trade as to certificates.

No. 2.

(No. 14,911.)

The Secretary, Trinity House, to the Secretary Board of Trade.

Sir, Trinity House, London, 23 December 1863.

HAVING laid before the Elder Brethren your letter of the 19th inst., transmitting by direction of the Lords of the Committee of Privy Council for Trade, copy of a statement received through Mr. Augustus Smith, relative to the granting of licenses to the crews of two pilot cutters belonging to Scilly, and requesting that their Lordships may be favoured with such information as may enable them to reply to Mr. Smith, I am directed to acquaint you, for the information of their Lordships, that the number of pilots licensed for the Scilly district being more than sufficient for the requirements thereof, many of them not being able to find employment, the Elder Brethren deemed it necessary to reduce the complement to 20, which it appears to them are amply sufficient for the service of the district, the average earnings of the establishment for the last three years being only 38 *l.* 18 *s.* per man.

This amount, already insufficient, would be considerably decreased by the admission of additional pilots, a measure which would have the effect of reducing the earnings of the establishment to such an extent that it would be impossible for the pilots to support themselves, and to maintain their cutters in a state of efficiency.

I am also directed to acquaint you, for their Lordships' information, that the licensing of an unnecessarily large number of pilots at Scilly has entailed a heavy charge on the Pilots' Fund. That the pilots thereat have, as a rule, become pensioners thereon at an earlier age than at other ports, and that the Pension List shows a far greater proportion of claimants for that than for other ports where there is employment sufficient for the support of the pilots, the numbers being 23 men, 11 widows, and three children, and the aggregate amount of pensions paid to them being now 325 *l.* 10 *s.* per annum.

I have, &c.

The Secretary, Board of Trade. (signed) *P. H. Berthon.*

No. 3.

(No. 14,911.)

The Secretary, Board of Trade, to the Secretary, Trinity House.

Board of Trade, Whitehall,

Sir, 4 January 1864.

I AM directed by the Lords of the Committee of Privy Council for Trade, to acknowledge the receipt of your letter of the 23d December 1863, relating to the granting of licenses to the crews of two pilot cutters belonging to Scilly.

The Board of Trade have forwarded a copy of your letter to Mr. Augustus Smith, and have informed him that the power and responsibility of granting or withholding licenses rests with the Trinity House, and not with the Board of Trade. At the same time, the Board desire me to suggest for the consideration of the Elder Brethren, whether greater freedom in the granting of licenses would not be more effectual and more just than the present restrictive system. If pilotage licenses were granted to any men whose competency and character were established to the satisfaction of the Elder Brethren, it appears to the Board of Trade that the same laws of supply and demand which are allowed to regulate other employments would regulate the supply of pilots in a more satisfactory manner than can possibly be done by any artificial regulations, however careful and well considered.

The Board of Trade are aware of the difficulties arising from the present Superannuation Fund, but they believe that arrangements might easily be made so as to obviate these difficulties.

I am, &c.

The Secretary, Trinity House. (signed) *J. E. Tennent.*

No. 4.

(No. 14,911.)

The Secretary, Board of Trade, to Mr. *Smith*, M.P.

Board of Trade, Whitehall,
Sir, 4 January 1864.

With reference to the statement received from you, relative to the granting of pilots' licenses to the crews of the two pilot cutters belonging to St. Mary's, Scilly, I am directed by the Lords of the Committee of Privy Council for Trade, to acquaint you that their Lordships have been in communication with the Elder Brethren of the Trinity House on the subject, and have received from them a letter, a copy of which I enclose, as well as a further letter, which the Board of Trade have sent to them. No. 2. No. 3.

I am at the same time to call your attention to the fact that the power and responsibility of granting or withholding pilotage licenses, rests exclusively with the Trinity House, and not with this Board.

I am, &c.
Augustus Smith, Esq., M. P. (signed) *J. E. Tennent.*

No. 5.

(H. 212.)

The Secretary, Trinity House, to the Secretary, Board of Trade.

Sir, Trinity House, London, 27 January 1864.

Having brought under the consideration of the Elder Brethren your letter of the 4th instant (H. 14,911), in further relation to the granting of licenses to act as pilots to the crews of two pilot cutters belonging to Scilly, I am directed to observe that in their letter of 23d ultimo, the Elder Brethren explained to their Lordships the grounds on which they considered it to be undesirable to add to the present number of pilots for that district, and that an analysis which they have since caused to be made of the returns of employment of the existing establishment in the year 1863, has fully confirmed them in that opinion.

From these returns it appears that the total number of vessels piloted during the year by the 20 pilots, amounted to 186, or about 9¼ per man; the largest number in any one month being 49 in December, which afforded employment to 18 only out of the 20 pilots, the remaining two not having obtained ships. It further appears that, on the average, the services of each pilot were required during only four months of the year.

The Elder Brethren have hitherto been guided in the regulation of the number of pilots to be maintained for each port, by the consideration of the proved requirements of the trade, and have either added to, or diminished the number, as circumstances rendered it necessary, irrespectively of the effect which the measure might have on the Superannuation Fund.

The Elder Brethren have given their best consideration to their Lordships' suggestion, whether greater freedom in the granting of licenses would not be more effectual and more just than the present restrictive system, and to the arguments on which their Lordships ground that suggestion; and I am directed to observe that, bearing in mind the evils especially affecting foreign vessels, which resulted from the free trade in pilotage existing previously to the passing of the first General Pilotage Act, 48 Geo. III., c. 104, which that Act was expressly framed to remedy, the Elder Brethren, under whose supervision its provisions have since that time been administered, are confirmed by long experience in the opinion that regulations more or less "artificial" are absolutely necessary to secure the efficient working of a system of pilotage, and the unremitting attention during all vicissitudes of weather, of men who have not only proved by a rigid examination their knowledge of a particular navigation, but on whose steadiness, sobriety, and general good conduct full reliance can at all times be placed.

The Elder Brethren are ready to allow that many persons not now licensed might be able to prove their competency as pilots, and their generally

irreproachable character; but they have great reason to doubt whether, in the absence of the incentive to perseverance in right doing which the prospective benefits of the fund, and the fear of forfeiture of those benefits afford, such persons would be content to devote their lives to the employment, and to continue under the control of rigidly enforced regulations, receiving for services, frequently rendered at the risk of themselves, only the moderate remuneration afforded by the rates of pilotage by law established, when the only advantage their licenses would afford, would be that of giving them a preference over unlicensed persons of employment in a calling which the extension of the exemption from compulsory pilotage has now rendered almost universally optional on the part of the employers.

The Elder Brethren are by long experience convinced of the wisdom of the Legislature in passing the Act of 1808, which had for its object the protection of the shipowner from the exactions and impositions of persons acting as pilots independently of any controlling authority; and, having regard to the greatly increased and increasing trade of the country, they feel satisfied that it is highly inexpedient to revert to a system which, in their opinion, would inevitably lead to the return to the state of lawlessness which formerly existed.

I have, &c.

The Secretary, Board of Trade. (signed) *P. H. Berthon.*

No. 6.

(H. 416.)

Mr. *Smith*, M.P., to the Secretary, Board of Trade.

Sir, Eaton-square, 16 February 1864.

I HAVE to acknowledge the receipt of your letter dated the 4th of January, together with a copy of a communication from the Trinity House, dated the 23d of December, in reference to a complaint from myself touching the granting of pilot licenses at Scilly. As also I am obliged by a copy of the answer of the Board, returned to the above communication of the Trinity House.

This correspondence obliges me to trouble your Board still further on the subject, as nothing can be more unsatisfactory than the statements, either as to fact or reasoning, put forth by the Trinity House, and at which nothing but my experience of that body, during a period of near 30 years, alone prevents my expressing surprise.

1st. It is stated "the number of pilots licensed for Scilly is more than sufficient for the requirements thereof, many of them not being able to find employment."

Such a statement can only have been made in the absence of all real knowledge of the working of the pilotage system subject to their control, and of its necessities as connected with those Islands. As regards the port itself at ordinary times, particularly during summer, it might be said two or three pilots would be amply sufficient, but there are times and seasons when large fleets during the prevalence of eastern winds take refuge suddenly in the roadsteads and several small harbours, and all which, on a change of wind, desire to put to sea as quickly and suddenly as they entered. It is on such occasions the number of 20 pilots is utterly insufficient, and practically hovellers are of necessity employed to a great extent on such occasions. These hovellers are for the most part just as good pilots, nay, often more experienced and abler seamen than those that are licensed, being members of one and the same crew, and partners and owners in the same pilot cutters with those that are licensed.

2d. The Trinity House letter proceeds to state, that for the last three years the average earnings of the establishment were only 38 *l.* 18 *s.* per man, and that this amount, already insufficient, would be considerably decreased by the admission of additional pilots. This statement is made in utter ignorance of the manner in which the pilotage system is worked. The real, not the ostensible pilotage establishment of the islands, consists of about 10 or 11 pilot cutters, of from 25 to 40 tons each, and some of which have cost from 600 *l.* to 800 *l.*, and are owned in shares, for the most part, by the individuals composing the crews, and who are inhabitants of the islands near which these cutters are respectively

respectively moored. These cutters usually have, and require, a crew of from eight to ten, or even more men, and who, under certain regulations of their own, are employed in the pilotage work. Only one or two of these usually hold licenses as pilots, but these would be altogether useless and helpless but for these large boats and the crews by which they are manned. The earnings are therefore shared equally among all, irrespective of the accident of a license. The number of licensed pilots, however, being now limited to 20, not more than two licensed pilots could well be attached to each boat; but, as vacancies occur irregularly in the several crews, it often happens one boat has often more than its fair share, or perhaps none, as is the case now in respect of the "Atlantic," the finest boat belonging to the port, and the circumstances of which induced me to bring the subject to your notice, and originated this correspondence. Now it is asked that a larger number, indeed all really qualified belonging to each crew, should be equally licensed, which could not in any way diminish the general amount of earnings, as these very men are already sharers in the same. The hardship of the case complained of arises from a pilot boat with a licensed pilot, being able to interfere with a pilot boat which happens to have none. Rivalry and competition between the several boats is most important for the efficiency of the service, but one ought not in this respect to have an unfair advantage over another.

3d. The only ground for refusing a license to every qualified pilot must really rest on the right hereafter to a superannuation which that license confers; but if this consideration is waived, none other exists. As it is, this limitation of numbers in other respects is very injurious, and ought to be done away with, as it often prevents the fittest men obtaining the license, it being refused, in reference to the superannuation, to all above 30 years of age. The consequence is, owing to the numbers being restricted, vacancies often do not occur soon enough to allow the ablest and most efficient men to be admitted among the privileged class, and I can speak most positively from my own knowledge of the individuals composing these crews, that a very inferior man often has the license conferred on him, simply because he happens to be the only one of the crew duly qualified under the restricted age.

4th. I must now request the attention of the Board of Trade to a wider view of this pilotage question, as far as Scilly is concerned, and which ought to secure to the fine race of men engaged in it every consideration, protection, and assistance on the part of the Trinity House and Government, if they are to be interfered with at all. It is a most mistaken view to suppose this is concerned merely with the immediate neighbourhood of those islands, and for a few miles round which these pilots are restricted in their operations, even as licensed pilots.

The Islands of Scilly, be it recollected, are situated close at the Chops of the Channel, as they are styled, to the south, and the entrance of the Bristol Channel to the north. The pilot cutters above described, at least six or seven of them, are constantly in the habit of going some 50 or 100 miles to the westward, where they are more likely to fall in with the homeward-bound shipping. To the captains of these ships they are often well and favourably known, both as pilots and superior seamen, and are frequently engaged in consequence to run with their ship really as pilots, though not so qualified by license, up to the Downs, and receive perhaps 10*l.* or so for the service. These boats are also frequently engaged, if winds are light or contrary, to take passengers or mails from such ships, and land them at Penzance or Falmouth. Of earnings thus made I take it the Trinity House have no account, or ought not, as having been made beyond their licensed area. I have often urged, but in vain, that these valuable and useful men should be licensed as channel pilots, for which they are thoroughly well qualified. Captains of homeward-bound ships of any size, with valuable cargoes, are always too glad to engage a man in whom they have confidence, for the navigation of the Channel, especially if the weather is at all thick or threatening, and in no one instance during 30 years have I ever heard of a mischance occurring, to a vessel thus provided with a navigator from Scilly. A certificate of competency to some of these pilots for such duties, would not only be a fair assistance to such a body, but a real benefit to the interests of shipping in general. It may be further mentioned, that when the season is dead for piloting work, these boats make short trading trips, for coals

or potatoes chiefly, to Swansea, Cardiff, or Southampton, as another source of increase to their narrow earnings; operations, however, in which they are often worried or hampered by the Sub-Commissioners or Custom House officials.

5th. The concluding paragraph of the letter from the Trinity House, states that "the licensing an unnecessarily large number of pilots at Scilly, has entailed a heavy charge on the Pilots' Fund, and that the pilots thereat have, as a rule, become pensioners thereon at an earlier age than at other ports, and that the Pension List shows a far greater proportion than for other ports." If such is the case, I can only say it ought not to have arisen, and the Trinity Brethren have only themselves to blame for such a partial discharge of their duties which induced them to grant pensions with greater facility at Scilly than at other places. As, however, my suggestion was to the effect, that all persons engaged in pilotage duly qualified should be licensed, irrespective of age, and without any claim to superannuations hereafter, the objection thus urged by the Trinity House by this statement does not in any way apply. Pilots, however, so licensed, ought to be exempt from the charges exacted out of their earnings for such prospective advantages.

This brings me to remark on those charges. It appears a man on receiving his license, has to pay as much as four guineas, two of which I understand go to the Sub-Commissioners, and two for the stamp and other charges; what their respective amounts are I do not exactly know. A licensed pilot, in addition to this, has to pay 6 *d.* in the pound annually on his earnings to the Trinity House, besides one guinea a year to the Sub-Commissioners. To meet these two charges, I understand the pilots by agreement pay 1 *s.* out of their earnings, which if correct, as the earnings per man are set annually at 38 *l.* 18 *s.*, is considerably more, as it would appear, than they are bound to pay. All those charges however, ought, and might easily be done away with.

The more I have seen of the working of the pilot system, I am the more satisfied it ought to be thrown open as wide as possible, and limited at any rate to a license as a certificate of competency. The instance of St. Ives; the only port in the kingdom which has no licensed pilots, and which they refused to admit when the system was first introduced, proves that where there are no restrictions, greater exertions are made by those who follow pilotage as a means of livelihood, and the shipping interest served with greater certainty and efficiency.

In conclusion, I hope the Board of Trade will more earnestly press on the Trinity House, the expediency of granting licenses without delay more extensively at Scilly, on the terms above suggested. In corroboration of the justice not to say necessity for so doing, I beg to enclose two letters, one from Mr. Buxton, a ship agent at St. Mary's, Scilly, and another, the copy of a letter addressed by the captain of an Italian vessel, to the Secretary of the Trinity House, and the answer to which it might be desirable to have inquired after.

As I was myself at Scilly at the time, I can bear witness to the signal being hoisted as stated without effect, as my attention was drawn to it on its repetition day after day.

I have, &c.

The Secretary, Board of Trade. (signed) *Augustus Smith.*

Enclosure 1, in No. 6.

Copy of a Letter from Mr. *Buxton*, to Mr. *Smith*, M.P.

Dear Sir, Scilly, 5 February 1864.

Enclosed I send you a copy of the Italian captain's letter to the Secretary of the Trinity House, complaining of his not being able to get a pilot. He had his jack flying for a pilot on a Friday, Saturday, and Sunday. The last day he applied to me, and we sent for one of the two pilots living at St. Mary's. One was nowhere to be found, and the other was sick. It was then that the captain wrote his letter. He was detained here nearly three days with an easterly wind; a fair wind for him to proceed on his voyage.

The cost of a pilot cutter is from 620 *l.* to 830 *l.* There are two of the largest class stationed at this island, one of which has two pilots, whilst the other has had neither one for nearly two years. Captains at times are put to great inconvenience through not being able to obtain pilots to move their ships in port, or when wishing to proceed to sea. I hope that

that you will press upon the authorities the necessity of ordering two pilots to be licensed for the cutter "Atlantic," which has had none for nearly two years, while each of the other nine cutters has its two and three.

Yours, &c.
(signed) *T. J. Buxton.*

Enclosure 2, in No. 6.

COPY of a LETTER from the Captain of an Italian vessel addressed to the Secretary of the Trinity House, London, complaining that he could not procure a Pilot for his vessel while in the Roads at Scilly.

Monsieur, Scilly, le 3 Janvier 1864.

C'EST avec beaucoup de merveille que je vous addresse ces mots de plainte. Hier pendant toute la journée j'ai tenu le pavillon au mât de mizaine pour appeller un pilot qui me conduisit hors de la rade, mais avec beaucoup d'étonnement je n'ai vu comparaître personne, et ce matin encore j'ai le pavillon au même mât de mizaine, et je ne vois venir le pilot. Pour ces faits, je proteste pour le retard que m'a causé et ne cause le retard du pilot.

(signed) Le Capitaine Italien,
Luigo Lavarello.

Monsieur le Maître de Pilots.

No. 7.

(H. 416.)

The Secretary, Board of Trade, to the Secretary, Trinity House.

Board of Trade, Whitehall,
Sir, 4 March 1864.

I AM directed by the Lords of the Committee of Privy Council for Trade, to acknowledge the receipt of your letter of the 27th January last, upon the subject of the granting of pilots' licenses to the crews of two pilot cutters belonging to Scilly, and stating the views of the Elder Brethren of the Trinity House upon the suggestions of my Lords, with reference to the present restrictive system of licensing pilots.

I am now to transmit to you copy of a further communication from Mr. Augustus Smith, and I am to observe that the facts therein stated, strongly confirm the opinions expressed in this Board's letter of 4th January; opinions which are in no way shaken by the arguments in your letter of the 27th of that month in reply. *No. 6.* *No. 3.* *No. 5.*

The Board of Trade cannot at this time tell what were the evils which resulted from the free trade in pilotage, which existed prior to the year 1808, but they can see no reason why the principles of freedom which, whatever may have formerly been the case, are now admitted to be generally just and expedient, should not be applicable to the case of pilotage, or why a simple license revocable in case of misconduct or incompetency should not give to the Trinity House all the control which is necessary.

I have, &c.
The Secretary, Trinity House. (signed) *T. H. Farrer.*

No. 8.

(H. 416.)

The Secretary, Board of Trade, to Mr. *Smith*, M.P.

Board of Trade, Whitehall,
Sir, 4 March 1864.

I AM directed by the Lords of the Committee of Privy Council for Trade, to acknowledge the receipt of your letter of the 16th ult., further on the subject of the objection of the Elder Brethren of the Trinity House to grant additional pilots' licenses to the crews of pilot cutters belonging to Scilly, and I transmit

for your information copy of a letter which my Lords have this day addressed to the Trinity House, inclosing a copy of your letter now under acknowledgment.

No. 7.

I am at the same time to forward copy of a letter received from the Elder Brethren, and dated the 27th January, to which reference is made above.

No. 5.

I am, &c.

Augustus Smith, Esq., M.P. (signed) *T. H. Farrer.*

No. 9.

H. 1201.

The Secretary, Trinity House, London, to the Secretary, Board of Trade.

Sir, Trinity House, London, 9 June 1864.

REFERRING to the correspondence which has passed on the subject of the pilots and pilotage at Scilly, and to the observations contained in the letter of Mr. Augustus Smith, M.P., to the Lords of the Committee of Privy Council for Trade, dated 16th February last, in relation to the licensing by this Corporation of persons to act as pilots for the purpose of conducting ships up and down the English Channel, I am directed to acquaint you for their Lordships' information that the Elder Brethren, in accordance with the intention intimated in my letter of the 9th March, have given consideration to the means by which such an arrangement might be carried out.

The first impression was, that the "Merchant Shipping Act Amendment Act, 1862," afforded the means for the attainment of the desired object through the instrumentality of a provisional order to be made with their Lordships' authority empowering them to constitute the English and other similar Channels "Pilotage Districts," and to license pilots therein; they have, however, been legally advised, as shown by the accompanying copy of their solicitor's letter on the subject, that the open channels being beyond the limits of the United Kingdom, it is not competent to them to constitute their pilotage districts even with the authority of their Lordships, and that the only course open to them to give validity to these licenses is that of obtaining Parliamentary powers to issue them, and to make regulations, &c., in relation to them.

Under these circumstances, I am to request that their Lordships will give the matters their consideration, and that, if they concur in the propriety of the proposed measure, they will afford the Elder Brethren facilities for obtaining by Parliamentary enactment the powers they desire.

I have, &c.

The Secretary, Board of Trade. (signed) *P. H. Berthon.*

Enclosure in No. 9.

Messrs. *Symes & Sandilands* to Mr. *Berthon.*

Sir, Fenchurch-street, 31 May 1864.

IN pursuance of our instructions, we have considered the subject of the application proposed to be made by the Corporation to the Board of Trade, under the provisions of the Merchant Shipping Act, 1862, for a provisional order to authorise the licensing by the Corporation of Pilots for the open sea in the English Channel.

In order to bring the case within the operation of the Act, a new pilotage district must be created, and the only clause authorising the constitution of such a district is No. 3 of Section 39, which confines such district to some place in the United Kingdom.

Unless, therefore, the Channel generally can be brought within the description of "a place in the United Kingdom," the Act does not confer a sufficient authority for making the provisional order desired; and we think it would be impossible to contend that the Channel does come within such a designation.

The rules to be observed with respect to obtaining provisional orders are prescribed by the 40th section of the Act, and upon a perusal of them it will be seen that any provisional order to be applied for or granted under them must be limited to a district properly within the United Kingdom.

We

We think, therefore, that no provisional order could be obtained for licensing pilots for the open sea in the Channel.

Possibly the object of the Corporation might to some extent be attained by granting to duly qualified persons, after examination, certificates of competency; but this course would be attended with the inconvenience that the Corporation could have no control over such persons, or any means of effectually withdrawing the certificate in case of abuse.

The better course would be to apply for a short Act of Parliament, authorising the Corporation to examine and grant licenses to pilots for the Channel, in which case the Corporation might acquire the same control over the persons to be licensed as they possess in the case of pilots already licensed by them.

We are, &c.
(signed) *Symes & Sandilands.*

No. 10.

(H. 1201.)

The Secretary, Board of Trade, to the Secretary, Trinity House.

Board of Trade, Whitehall,
25 August 1864.

Sir,

I AM directed by the Lords of the Committee of Privy Council for Trade to acknowledge the receipt of your letter of the 9th of June last, and Enclosure, on the subject of the pilots and pilotage at Scilly, and on the observations contained in the letter of Mr. Augustus Smith, M. P., to this Board, dated the 16th of February last.

With regard to your statement that the Elder Brethren have been advised that, as the open channels, such as that between Scilly and the Isle of Wight, are beyond the limits of the United Kingdom, it is not competent to them, even with the authority of the Board of Trade, to constitute them pilotage districts, and that the only course open to them to give validity to the licenses in question is that of obtaining Parliamentary powers for that purpose, which they request this Board to afford them the facilities for obtaining, I am to acquaint you, in the first instance, that my Lords are not satisfied with the reasons given for this conclusion. It appears to them that almost every pilotage district extends seawards beyond the limits of the United Kingdom. and that if such a district can be formed comprising two places on the coast at a short distance from each other, and the sea between them, such a district can in like manner be formed comprising places on the coast at a longer distance from each other, and comprising also the sea between them.

But it seems questionable whether it is necessary to take such a step at all for the purposes which the Elder Brethren have in view.

The object appears to be simply to give to men who are duly qualified such a certificate as will show to masters of vessels who do not know them that they are competent to conduct ships up or down Channel. This might be effected by simply extending the present practice, and either by giving separate certificates or (which, when practicable, would probably be better) by endorsement on existing licenses, to the effect that the pilots are qualified to conduct ships up or down the Channel.

It is, of course, not intended that pilots so certified should, on the one hand, have the power of superseding unqualified pilots whom they might find in charge, or on the other, that they should themselves be superseded by local pilots through whose districts they may pass.

As regards the control to be exercised by the Elder Brethren, it seems to my Lords that the power of withdrawing the certificate would do all that is necessary.

The Board of Trade desire me to suggest to the Elder Brethren the expediency of reconsidering the subject, and to point out that it is undesirable to legislate if the object in view can be otherwise attained.

I am, &c.
The Secretary, Trinity House. (signed) *T. H. Farrer.*

No. 11.

(H. 1916.)

The Secretary, Trinity House, to the Secretary, Board of Trade.

Sir, Trinity House, London, 25 October 1864.

Having laid before the Elder Brethren your letter of the 25th August last, in reference to the establishment of a system of pilotage for the English Channel, I am directed to acquaint you that the object the Elder Brethren have in view is to organise a separate system of pilotage for the Channel, independent of the districts for which pilots are already licensed.

It appearing to the Elder Brethren that pilots licensed for particular districts should, as seldom as possible, be called upon to go beyond their boundaries, and many complaints having from time to time been made in respect of the great inconvenience which has arisen from pilots leaving their own districts unsupplied while they were taking charge of vessels in the Channel, the Elder Brethren, with a view to rectification of this evil, desire to avoid giving to pilots of existing districts certificates for the Channel, or to offer any facility or excuse for their leaving their own waters where their services are properly required; but any pilot now licensed for a particular district, who might desire to obtain a license for the Channel, would be allowed so to do on his relinquishing his district license, without affecting his position in relation to any advantage to be derived by him from the Pilots' Fund.

The Elder Brethren are still advised that they have no power, without Parliamentary assistance, to establish such a separate system of pilotage; and although they might give certificates of qualification to persons to act as pilots in the Channel, they could have no control over the conduct of such persons, except to the extent of refusing to renew or confirm their certificates; and thus an opening would exist for misconduct and perhaps fraud.

There are, furthermore, these difficulties: that the Elder Brethren cannot give to such persons, by a certificate, the power of taking charge of a ship through any pilotage district without the liability of their being superseded by a qualified pilot within such district; nor can they exempt the master or certified man in charge from the penalties imposed by the 353rd and 361st sections of the Merchant Shipping Act, 1854.

The corporation, therefore, trust that upon reconsideration their Lordships will be of opinion that further Parliamentary powers are required, and will give their assistance to the Elder Brethren to enable them to establish a separate system of pilotage for the English Channel, which, while of great service to the shipping interest, will open a field of employment to a large number of seafaring persons.

I have, &c.

The Secretary, Board of Trade. (signed) *P. H. Berthon.*

No. 12.

(H. 1916.)

The Secretary, Board of Trade, to the Secretary, Trinity House.

Sir, Board of Trade, Whitehall, 31 October 1864.

I am directed by the Lords of the Committee of Privy Council for Trade to acknowledge the receipt of your letter of the 25th instant on the subject of the establishment of a separate system of pilotage for the English Channel, and expressing the hopes of the Elder Brethren of the Trinity House that, upon reconsideration, my Lords will be of opinion that further Parliamentary powers are required, and that they will assist the Elder Brethren in obtaining such powers as may be necessary for the purpose.

In reply, I am to state to you that my Lords will, of course, gladly consider any specific proposal that the Elder Brethren may wish to make, but the Board of Trade still doubt whether it is necessary to legislate in order to accomplish the specific object in view; and it does not appear to this Board to be desirable to introduce further Bills relating to pilotage, unless specially and urgently needed, without full consideration of the whole subject of pilotage and of the various anomalies which the present pilotage laws exhibit.

I am, &c.

The Secretary, Trinity House. (signed) *T. H. Farrer.*

No. 13.

(No. 7967.)

The Secretary, Board of Trade, to the Secretary, Trinity House.

Board of Trade, Whitehall,
25 July 1862.

Sir,

I AM directed by the Lords of the Committee of Privy Council for Trade, to enclose for the information of the Elder Brethren of the Trinity House, the accompanying copy of a memorial which my Lords have received from certain licensed pilots of the London district, praying, for the reasons therein stated, for an extension of limits, and I am to request that you will move the Elder Brethren to inform my Lords whether there would be any, and if any, what objections to allowing the Gravesend pilots, who it would seem are admitted to be competent to take charge of all steamers of a given draft of water within the limits specified in their licenses without reference to the port from which, or to which, such steamers may be bound.

I am, &c.

The Secretary, Trinity House. (signed) *T. H. Farrer.*

Enclosure in No. 13.

To the Right Honourable the President and Members of the Board of Trade.

THE respectful Petition of the undersigned Licensed Trinity House Pilots for Home Trade Passenger Steam Ships, between London and Gravesend is addressed,

And humbly showeth,

THAT your Petitioners are all licensed by the Trinity House according to an Order in Council made in the year 1854 for the piloting of Home Trade Passenger Steam Ships between Gravesend and London; but in consequence of the masters having been passed to pilot their own vessels, we, your Petitioners, are partly deprived of our livelihood, and some severely so, they not having a ship to work during a month.

A deputation of your Petitioners have had an interview with the authorities at the Trinity House with a view of having their limits extended, and was by them told that they, the Trinity Board, could do nothing for them, but gave them plainly to understand, that they, your Petitioners, had no business whatever on board any other ship than an Home Trade Passenger Steam Ship, and cautioned your Petitioners that if they did go, they would suspend the license of the party offending for a time, and for a second offence the parties would have their license taken away.

Your Petitioners therefore beg leave to inform the Right Honourable the President, and members of the Board of Trade, that they have charge of some of the largest steam-ships, thousands of passengers, together with immense value of property. But if any of those ships are taken a few miles out of the home district—say to any of the Baltic Ports—or to the south of France, we, your Petitioners, are not allowed to take charge of them on their arrival at Gravesend. The consequence is that we, practically steam-ship pilots, are superseded by a sailing pilot, who not knowing anything about a steam-ship, and perhaps never on board of her before, takes charge of her; and that is the cause of many collisions on the crowded parts of the River Thames between Gravesend and London.

Your Petitioners beg leave further to state, that sufficient work is to be found for both class of pilots, sailing and steam; and humbly solicit that you would be pleased to extend our limits, and grant us the privilege of piloting any class of steam-ships between London and Gravesend, for as our privileges at present stand, they are most seriously trampled upon by the existing circumstances within-named. We humbly and anxiously solicit your consideration in our behalf.

And as in duty bound will ever pray.

Gravesend, 5 July 1862. (signed) *Charles Thomas Smith.*
(And 12 other Signatures.)

No. 14.

(No. 8622.)

The Secretary, Trinity House, to the Secretary, Board of Trade.

Trinity House, London, E.C.,
30 July 1862.

Sir,

HAVING brought under the consideration of the Elder Brethren, your letter of 25th instant, transmitting copy of a memorial which the Lords of the Committee of Privy Council for Trade, have received from certain of the

"Watermen Pilots for Home Trade Steam Passenger Ships," wherein they pray that, for the reasons therein stated, the limits of their licenses may be extended; and requesting that their Lordships may be informed whether there would be any, and if any, what objections to allowing such pilots to take charge of all steamers of a given draft of water within the limits specified in their licenses, without reference to the port from which or to which such steamers may be bound, I am directed to revert to the peculiar circumstances under which it became necessary, consequently upon the compulsion imposed by the 354th section of the "Merchant Shipping Act, 1854," upon the masters of "Home Trade Steam Passenger Ships" to employ pilots, to license as pilots such of the watermen (being Freemen of the Waterman's Company) as had been previously engaged in assisting such ships in the navigation of the Thames between London and Gravesend. I am also to revert to the restrictive character of the licenses which this corporation was empowered by the Order in Council of 1st May 1855, to grant to such persons, as well as to the conditions upon which those licenses were to be granted them; and I am to state for their Lordships' information, that having regard to the exceptional manner in which the Memorialists obtained admission as pilots, and to the limitation of their licenses to "Home Trade Steam Passenger Ships" only, specially provided by the 1st division of the 7th section of the Order in Council above adverted to, the Elder Brethren, apart from other considerations which would induce them to object to the extension of the limits of such licenses, feel that they have not the power to accede to the prayer of the Memorialists.

I have, &c.

The Secretary, Board of Trade. (signed) *B. H. Berthon.*

No. 15.

(No. 8622.)

The Secretary, Board of Trade, to the Secretary, Trinity House.

Board of Trade, Whitehall,

Sir, 7 August 1862.

With reference to your letter of the 30th ultimo, relative to the application made by certain of the London watermen pilots for an extension of the limits of their licenses, I am directed by the Lords of the Committee of Privy Council for Trade, to request you will move the Elder Brethren to inform their Lordships whether, assuming the Elder Brethren to possess the power to grant the extension prayed for, they see any, and if any, what objection either in point of policy or convenience to extending the limits as desired.

I am to add that under the Merchant Shipping Acts Amendment Act, 1862, a provisional order would give the Elder Brethren the power in question, should they not already possess it.

I am, &c.

The Secretary, Trinity House. (signed) *T. H. Farrer.*

No. 16.

(No. 9325.)

The Assistant Secretary, Trinity House, to the Secretary, Board of Trade.

Trinity House, London, E.C.,

Sir, 20 August 1862.

Having laid before the Elder Brethren your letter of the 7th instant, referring to the application of certain of the London watermen pilots for an extension of the limits of their licenses, and signifying the request of the Lords of the Committee of Privy Council for Trade, to be informed whether, assuming the Elder Brethren have the power to grant the extension prayed for, they see any, and if any, what objections, either in point of policy or convenience, to extend the limits as desired, I am directed to acquaint you, for their Lordships' information, that these men as a body are of a different class from

from the other London river pilots, having been merely watermen, whilst each of the others must have been either a master or mate of a vessel. The Elder Brethren also consider that to comply with the desire of these men, would be attended with constant disputes between the two bodies, and an increased number of complaints against the watermen pilots.

With respect to the emoluments received by the Memorialists, I am directed to acquaint you for their Lordships' information, that from the returns made to this House, it appears that the average amount received by each man licensed for all vessels during the last three years, is 285 *l.* per annum, while that received by the watermen pilot averages per man 280 *l.* per annum, thus showing an advantage of only 5 *l.* per annum in favour of the regular river pilots, which proves that these men have no cause of complaint in respect of their emolument.

I have, &c.
(signed) *George Herbert*,
Assistant Secretary.

The Secretary, Board of Trade.

No. 17.

(No. 9325.)

The Secretary, Board of Trade, to Mr. *C. T. Smith.*

Board of Trade, Whitehall,
22 August 1862.

Sir,

I AM directed by the Lords of the Committee of Privy Council for Trade, to acknowledge the receipt of a Memorial, dated 5th July last, signed by yourself and 12 other licensed Trinity House Pilots for Home Trade Passenger Steam Ships between London and Gravesend, praying for an extension of the limits of the licenses granted to the Memorialists by the Trinity House, and I am to state that my Lords have been in communication with the Elder Brethren on the subject of the Memorial, and after a careful consideration of the circumstances under which the licenses in question were granted, their Lordships are of opinion that the request of the Memorialists could not properly be complied with.

I am, &c.
(signed) *James Booth.*

Mr. Chas. Thos. Smith,
55, Queen-street, Gravesend.

No. 18.

(No. 10128.)

The Assistant Secretary, Trinity House, to the Secretary, Board of Trade.

Trinity House, London, E. C.
13 September 1862.

Sir,

IT being proposed by the Elder Brethren to amend the rates of pilotage, &c., for the London district, I am directed to transmit to you a proof copy of such amended rates, and to signify the request of the Elder Brethren to be acquainted, pursuant to the 334th section of the Merchant Shipping Act, 1854, in what manner the Lords of the Committee of Privy Council for Trade desire that the same should be published before they are submitted to Her Majesty in Council for Her assent.

With reference to the latter paragraph of my letter of the 7th ultimo, in relation to this subject, I am directed to acquaint you, for their Lordships' information, that the Right Honourable the Lords Commissioners of the Admiralty have been pleased to adopt the rates above referred to, so far as they may be applicable to Her Majesty's ships. *See* No. 25.

I have, &c.
(signed) *George Herbert*,
Assistant Secretary.

The Secretary, Board of Trade.

Enclosure in No. 18.

TABLE of the RATES of PILOTAGE to be Demanded and Received by PILOTS licensed by the Corporation 6 Geo. 4, c. 125, 16 and 17 Vict. c. 129, and 17 & 18 Vict. c. 104, for

FROM	TO	7 Feet and under.	8 Feet.	9 Feet.	10 Feet.	11 Feet.
		£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
The Isle of Wight, and *vice versâ*	The Downs	3 10 –	4 – –	4 10 –	5 – –	5 10 –
		3 8 0				*5 12 0*
Off Dungeness to off Folkestone, the Church bearing N.N.W. by compass, and *vice versâ*	Ditto	– 18 –	1 – –	1 2 –	1 4 –	1 6 –
Off Folkestone to the South Foreland—the lights in one and *vice versâ*	Ditto	– 10 –	– 12 –	– 14 –	– 16 –	– 18 –
The Sea, the Downs, Orfordness, or Hoseley Bay and *vice versâ*	The Nore or Warps	3 5 –	3 14 –	4 3 –	4 12 –	5 1 –
		3 13 6				*5 5 9*
	Sheerness, Stangate Creek, or Blackstakes	3 14 –	4 5 –	4 16 –	5 7 –	5 18 –
	Gravesend or Chatham	4 3 –	4 16 –	5 9 –	6 2 –	6 15 –
		4 12 0				*7 11 9*
Pilots duly licensed to conduct Vessels inwards above Gravesend, continuing in charge as far as any of the undermentioned places, are to be paid for the whole distance, as follows, viz.:—						
The Sea, the Downs, Orfordness, or Hoseley Bay, and *vice versâ*	Long Reach or Greenhithe	4 7 –	5 1 –	5 15 –	6 9 –	7 3 –
		4 16 0				
	Erith	4 12 –	5 6 –	6 – –	6 4 –	7 8 –
	Woolwich or Blackwall	4 14 –	5 9 –	6 4 –	6 19 –	7 14 –
		5 5 9				
	Moorings, London Docks, City Canal, or St. Katharine's Docks	5 – –	5 15 –	6 10 –	7 5 –	8 – –
		5 16 0				
The Nore, or Warps, and *vice versâ*	Sheerness, Stangate Creek, or Blackstakes	– 17 –	1 – –	1 3 –	1 6 –	1 9 –
	Gravesend	1 15 –	2 – –	2 5 –	2 10 –	2 15 –
	Greenhithe, Long Reach, or Chatham	2 2 –	2 7 –	2 12 –	2 17 –	3 2 –
	Erith	2 5 –	2 11 –	2 17 –	3 3 –	3 9 –
	Woolwich or Blackwall	2 10 –	2 16 –	3 2 –	3 8 –	3 14 –
	Moorings, London Docks, City Canal, or St. Katharine's Docks	2 18 –	3 5 –	3 12 –	3 19 –	4 6 –
Gravesend Reach, and *vice versâ*	Greenhithe or Long Reach	– 9 –	– 13 –	– 17 –	1 1 –	1 5 –
	Erith	– 15 –	1 – –	1 5 –	1 10 –	1 15 –
	Woolwich or Blackwall	1 – –	1 6 –	1 12 –	1 16 –	2 4 –
	Moorings, London Docks, City Canal, or St. Katharine's Docks	1 4 –	1 11 –	1 18 –	2 5 –	2 12 –
	Sheerness, Stangate Creek, or Blackstakes	2 10 –	2 15 –	3 – –	3 4 –	3 10 –
	Chatham	2 18 –	3 3 –	3 8 –	3 13 –	3 18 –
Erith Reach, and *vice versâ*	Woolwich or Blackwall	– 15 –	– 18 –	1 1 –	1 4 –	1 9 –
	Moorings, London Docks, City Canal, or St. Katharine's Docks	1 1 –	1 4 –	1 7 –	1 10 –	1 15 –
Greenhithe, or Long Reach, and *vice versâ*	Woolwich or Blackwall	– 17 –	1 – –	1 3 –	1 6 –	1 12 –
	Moorings, London Docks, City Canal, or St. Katharine's Docks	1 3 –	1 6 –	1 9 –	1 14 –	2 2 –
	Sheerness, Stangate Creek, or Blackstakes	2 18 –	3 1 –	3 4 –	3 7 –	3 14 –
	Chatham	3 6 –	3 9 –	3 12 –	3 15 –	4 3 –
Woolwich or Blackwall, and *vice versâ*	Moorings, London Docks, City Canal, or St. Katharine's Docks	– 17 –	1 – –	1 3 –	1 6 –	1 9 –
	Sheerness, Stangate Creek, or Blackstakes	3 6 –	3 10 –	3 14 –	3 18 –	4 2 –
	Chatham	3 14 –	3 17 –	4 – –	4 3 –	4 11 –
Chatham	Sheerness, Stangate Creek, or Blackstakes	1 15 –	1 18 –	2 1 –	2 4 –	2 11 –

From Sea in or out of Ramsgate, Margate, Dover, or Sandwich Harbours, 5/0 per Foot of the Vessel's Draft of Water.

Enclosure in No. 18.

of Trinity House of Deptford Strond, or acting as such under the authority of the Acts of Parliament Piloting Ships and Vessels within the Limits, in the said Table mentioned.

12 Feet.	13 Feet.	14 Feet.	15 Feet.	16 Feet.	17 Feet.	18 Feet.	19 Feet.	20 Feet.	21 Feet.	22 Feet.	23 Feet.
£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
6 – –	6 10 –	7 2 –	7 14 –	8 9 –	9 4 – *8 10 0*	10 4 –	11 4 –	12 14 –	14 4 –	16 4 –	18 4 –
1 8 –	1 10 –	1 13 –	1 16 –	2 – –	2 4 –	2 9 –	2 14 –	3 – –	3 6 –	3 16 –	4 6 –
1 – –	1 2 –	1 5 –	1 8 –	1 12 –	1 16 –	2 1 –	2 6 –	2 12 –	2 18 –	3 6 –	3 14 –
5 10 –	5 19 –	6 9 –	6 19 –	7 15 –	8 11 – *9 8 6*	9 11 –	10 11 –	11 16 –	13 1 –	14 16 – *16 11 0*	16 11 –
6 9 –	7 – –	7 13 –	8 6 –	9 4 –	10 2 –	11 7 –	12 12 –	14 4 –	15 16 –	17 16 –	19 16 –
7 8 –	8 1 –	8 16 –	9 11 –	10 11 –	11 11 – *11 14 6*	13 1 –	14 11 –	16 11 –	18 11 –	20 16 – *23 3 0*	23 1 –
7 17 –	8 11 –	9 6 –	10 1 –	10 19 –	11 17 – *18 3 0*	13 12 –	15 7 –	17 12 –	19 7 –	22 7 –	24 17 –
8 2 –	8 16 –	9 12 –	10 8 –	11 8 –	12 8 –	14 8 –	16 8 –	18 13 –	20 18 –	23 13 –	26 8 –
8 9 –	9 4 –	10 – –	10 16 –	11 16 –	12 16 –	14 16 –	16 16 –	19 6 –	21 16 –	24 11 –	27 6 –
8 15 –	9 10 –	10 7 –	11 4 –	12 4 –	13 4 –	15 9 –	17 14 –	20 4 –	22 14 –	25 14 –	28 14 –
1 12 –	1 15 –	1 18 –	2 2 –	2 6 –	2 10 –	2 14 –	2 18 –	3 2 –	3 6 –	3 10 –	3 14 –
3 – –	3 5 –	3 11 –	3 17 –	4 5 –	4 13 –	5 5 –	5 17 –	6 13 –	7 9 –	8 9 –	9 9 –
3 7 –	3 12 –	3 18 –	4 4 –	4 12 –	5 – –	5 10 –	6 – –	6 15 –	7 10 –	8 8 –	9 16 –
3 15 –	4 1 –	4 8 –	4 15 –	5 6 –	5 17 –	6 12 –	7 7 –	8 5 –	9 3 –	10 8 –	11 13 –
4 – –	4 6 –	4 16 –	5 6 –	5 18 –	6 10 –	7 5 –	8 – –	9 – –	10 – –	11 10 –	12 – –
4 13 –	5 – –	5 10 –	6 – –	6 12 –	7 4 –	8 4 –	9 4 –	10 9 –	11 14 –	13 4 –	14 14 –
1 9 –	1 13 –	1 18 –	2 3 –	2 9 –	2 15 –	3 2 –	3 6 –	3 11 –	4 6 –	4 18 –	5 10 –
2 – –	2 5 –	2 11 –	2 17 –	3 4 –	3 11 –	4 1 –	4 11 –	5 5 –	5 19 –	6 17 –	7 15 –
2 10 –	2 16 –	3 4 –	3 11 –	3 19 –	4 7 –	4 19 –	5 11 –	6 11 –	7 11 –	8 16 –	10 1 –
2 19 –	3 6 –	3 14 –	4 2 –	4 11 –	5 – –	5 15 –	6 10 –	7 15 –	9 – –	10 10 –	12 – –
3 15 –	4 – –	4 7 –	4 14 –	5 4 –	5 14 –	6 6 –	6 18 –	7 13 –	8 8 –	9 6 –	10 4 –
4 3 –	4 8 –	4 15 –	5 2 –	5 12 –	6 2 –	6 17 –	7 12 –	8 5 –	9 8 –	10 8 –	11 8 –
1 14 –	1 19 –	2 5 –	2 11 –	2 18 –	3 5 –	3 13 –	4 1 –	4 11 –	5 1 –	5 13 –	6 5 –
2 – –	2 5 –	2 11 –	2 17 –	3 4 –	3 11 –	3 19 –	4 7 –	4 17 –	5 7 –	5 19 –	6 11 –
1 18 –	2 4 –	2 12 –	3 – –	3 9 –	3 18 –	4 8 –	4 18 –	5 16 –	6 14 –	7 14 –	8 14 –
2 10 –	2 18 –	3 6 –	3 14 –	4 3 –	4 12 –	5 4 –	5 16 –	6 11 –	7 6 –	8 11 –	9 16 –
4 1 –	4 8 –	4 15 –	5 2 –	5 10 –	5 18 –	6 8 –	6 18 –	7 13 –	8 8 –	9 6 –	10 4 –
4 11 –	4 19 –	5 7 –	5 13 –	6 3 –	6 13 –	7 8 –	8 3 –	8 14 –	9 4 –	10 19 –	11 19 –
1 12 –	1 15 –	1 18 –	2 2 –	2 6 –	2 10 –	2 14 –	2 18 –	3 2 –	3 6 –	3 10 –	3 14 –
4 10 –	4 18 –	5 8 –	5 18 –	6 10 –	7 2 –	7 14 –	8 5 –	8 14 –	10 10 –	11 15 –	13 – –
4 19 –	5 7 –	5 17 –	6 7 –	6 19 –	7 11 –	8 5 –	8 14 –	9 4 –	11 – –	12 5 –	13 10 –
2 18 –	3 5 –	3 12 –	3 19 –	4 6 –	4 13 –	5 – –	5 7 –	5 14 –	6 1 –	6 11 –	7 1 –

For vessels exceeding 23 feet, an increase in the rates for each foot, or part of a foot, in the same proportion as between 22 and 23 feet.

The several rates and prices specified above are subject to a reduction of one-fourth part, in respect of vessels propelled by steam, and vessels towed by steam vessels, provided that if any such vessel shall be propelled by steam, or towed by a steam vessel for a part only of the distance for which any such rate or price may be payable, the reduction of one-fourth shall be made on such part only of the said rate or price as shall be proportionate to the distance so propelled or towed.

For putting a Pilot on board a Vessel either from the Cutters or from the Shore.

60 Tons and under 150.	150 Tons and under 250.	250 Tons and under 400.	400 Tons and under 600.	600 Tons and under 1,000	1,000 Tons and upwards.
£. s. d.	£. s. d.	£. s. d.	£. s. d.	£ s. d.	£. s. d.
1 – –	1 5 –	1 10 –	2 – –	2 10 –	3 3 –

Vessels not exceeding 70 tons, chiefly laden inwards with fish, corn, or other provisions, are to pay during the summer months, viz., from Lady-day to Michaelmas-day inclusive, the following rates only, viz.:—

From sea to London, or *vice versâ*	£. 4 14 6
„ Gravesend to London, or *vice versâ*	1 5 –

Vessels exceeding 70 tons and not exceeding 100 tons, chiefly laden inwards with fish, corn, or other provisions, are to pay during the summer months, viz., from Lady-day to Michaelmas-day inclusive, the following rates for the outward voyage, viz.:—

From London to Gravesend	£. 1 5 –
„ Ditto to the Nore	2 18 –
„ Ditto to the Sea	5 5 –

A pilot taking charge of a foreign vessel, on board of which there may not be any individual qualified to interpret his orders, shall be authorised to employ a person to assist him as leadsman or interpreter; provided it be distinctly understood that the necessity for the employment of such person shall be proved to the satisfaction of the Corporation of Trinity House, in which case only the following rates shall be chargeable in addition to the regular pilotage, viz.:—

For the whole run from sea to Gravesend	£. 2 10 –
„ Ditto from Gravesend to sea	1 – –

The additional rate, for intermediate portions of a foot, in the draft to be regulated as follows, viz.:—

For three inches and under	No addition.
For more than three inches and under nine inches	The medium between the two rates.
For nine inches and upward	The rate for the next foot.

For removing a ship or vessel from moorings into a dry or wet dock, or from one part of the river situated above Blackwall to another part of the river so situated:—

For a ship under 300 tons	£. – 15 –
Ditto - of 300 to 600 tons	1 1 –
Ditto - of 600 to 1,000 tons	1 11 6
Ditto - above 1,000 tons	2 2 –

In the Thames above Gravesend:

For a boat of a class carrying an anchor of above 4 cwt. with a corresponding tow line	£. 2 2 –
Ditto - - ditto - - ditto - - 2 cwt.	1 1 –
Ditto - - ditto - - ditto - under 2 cwt.	– 15 –

Per trip for the whole distance from Gravesend to London, and in proportion for any part of that distance. And for each man's service in those boats, 8 *s.* per tide.

No. 19.

(No. 10,128.)

The Secretary, Board of Trade, to the Secretary, Trinity House.

Board of Trade, Whitehall,
16 September 1862.

Sir,

I AM directed by the Lords of the Committee of Privy Council for Trade to acknowledge the receipt of your letter of the 13th instant, transmitting proof copy of an amended table of pilotage rates, which the Elder Brethren of the Trinity House propose, with the consent of Her Majesty in Council, to substitute for certain existing rates, I am to state to you that, upon considering the new table my Lords observe, that whilst the proposed scale of rates reduces the pilotage in most cases, the effect of separating the rates of pilotage from sea into the Downs from the rates for putting pilots on board, will be to increase generally, and, in some cases largely, the sums to be paid for pilotage in those instances.

Before taking any steps for publishing the new rates, my Lords will thank the Elder Brethren to furnish them with a statement showing the cases in which an increase on the present rates would have to be paid by any ship, and the reasons of the Trinity House for proposing increased pilotage in such cases.

I am, &c.

The Secretary, Trinity House. (signed) *James Booth.*

No. 20.

(No. 10,475.)

The Secretary, Trinity House, to the Secretary, Board of Trade.

Trinity House, London, E.C.,
24 September 1862.

Sir,

HAVING laid before the Elder Brethren your letter of 16th instant, requesting, by direction of the Lords of the Committee of Privy Council for Trade, to be furnished with a statement, showing the cases in which an increase in the present rates of pilotage for the London district would have to be paid under the rates proposed to be substituted for the same, and the reason of the Elder Brethren for proposing such increase, I am directed to transmit, for the information of their Lordships, a statement showing both the increase and decrease which would arise under the proposed rates, if a vessel of each draft of water specified were piloted; from which their Lordships will perceive that the increase is principally in the rates applicable to the River Medway, those at present existing being, in the opinion of the Elder Brethren, inadequate for the larger class of vessels proceeding up that river; the other trifling increases, their Lordships will find, have arisen in carrying out the system of a progressive rise in the rates; I am however to observe that in no case are the rates greater than specified in the Table marked U in the Merchant Shipping Act, 1854.

With regard to the rates proposed for pilotage from Dungeness, &c., to the Downs, I am directed to acquaint you that at present the payment for this service is calculated on tonnage, and the Elder Brethren, being of opinion that pilotage should be paid on the draft of water, have fixed the proposed rates, which will be found but little above those at present in force, when it is considered that a deduction will be made therefrom in cases where steam-power is employed.

I have, &c.

The Secretary, Board of Trade. (signed) *B. H. Berthon.*

Enclosure in No. 20. - - - - - - - -

TABLE of the RATES of PILOTAGE to be Demanded and Received by PILOTS licensed by the Corporation 6 Geo. 4, c. 125, 16 & 17 Vict. c. 129, and 17 & 18 Vict. c. 104, for Piloting

Increase. If One Vessel of each Draft were Piloted.	FROM	TO	7 feet and under.	8 Feet.	9 Feet.	10 Feet.	11 Feet.
£. s. d.			£. s. d.	£. s.	£. s.	£. s.	£. s.
1 - -	The Isle of Wight and *vice versâ* - - - -	The Downs - - - - - - - -	3 10 - *3 8 -*	4 - *3 19*	4 10	5 - *5 1*	5 10 *5 12*
	Off Dungeness to off Folkestone, the Church bearing N. N. W. by compass, and *vice versâ* - - -	Ditto - - - - - - - - -	- 18 -	1 -	1 2	1 4	1 6
	Off Folkestone to the South Foreland; the lights in one, and *vice versâ* - - -	Ditto - - - - - - - - -	- 10 -	- 12	- 14	- 16	- 18
- 1 -	The Sea, the Downs, Orfordness, or Hoseley Bay, and *vice versâ* - - -	The Nore or Warps - - - - - -	3 5 - *3 6 -*	3 14	4 3	4 12 *4 11*	5 1 *4 15*
		Sheerness, Stangate Creek, or Blackstakes - -	3 14 - *4 3 -*	4 5 *4 17*	4 16 *5 11*	5 7 *6 4*	5 18 *6 16*
		Gravesend or Chatham - - - - -	4 3 -	4 16 *4 17*	5 9 *5 11*	6 2 *6 4*	6 15 *6 16*
	Pilots duly licensed to conduct Vessels inwards above Gravesend, continuing in charge as far as any of the undermentioned places, are to be paid for the whole distance, as follows, viz. :—						
	The Sea, the Downs, Orfordness, or Hoseley Bay, and *vice versâ* - - -	Long Reach or Greenhithe - - - -	4 7 -	5 1	5 15	6 9 *6 8*	7 3
		Erith - - - - - - - -	4 12 - *4 15 -*	5 6 *5 9*	6 - *6 4*	6 4 *6 16*	7 8 *7 13*
		Woolwich or Blackwall - - - - -	4 14 - *4 15 -*	5 9 *5 9*	6 4 *6 4*	6 19 *6 16*	7 14 *7 13*
		Moorings, London Docks, City Canal, or St. Katharine's Docks - - - - -	5 - - *5 5 -*	5 15 *5 17*	6 10 *6 9*	7 5 *7 2*	8 - *8 2*
	The Nore, or Warps, and *vice versâ* - - -	Sheerness, Stangate Creek, or Blackstakes - -	- 17 - *1 15 -*	1 - *1 19*	1 3 *2 2*	1 6 *2 5*	1 9 *2 14*
- 2 -		Gravesend - - - - - - - -	1 15 -	2 - *1 19*	2 5 *2 2*	2 10 *2 5*	2 15 *2 14*
		Greenhithe, Long Reach, or Chatham - -	2 2 -	2 7 *2 5*	2 12 *2 10*	2 17 *2 14*	3 2
		Erith - - - - - - - - -	2 5 - *2 10 -*	2 11 *2 15*	2 17 *3 1*	3 3 *3 6*	3 9 *3 14*
		Woolwich or Blackwall - - - - -	2 10 -	2 16 *2 15*	3 2 *3 1*	3 8 *3 6*	3 14
		Moorings, London Docks, City Canal, or St. Katharine's Docks - - - - -	2 18 -	3 5 *3 4*	3 12 *3 10*	3 19 *3 14*	4 6 *4 7*
- 7 -	Gravesend Reach, and *vice versâ* - - -	Greenhithe or Long Reach - - - -	- 9 -	- 13	- 17 *- 18*	1 1 *1 3*	1 5 *1 7*
		Erith - - - - - - - - -	- 15 - *1 1 -*	1 - *1 5*	1 5 *1 9*	1 10 *1 13*	1 15 *2 -*
1 5 -		Woolwich or Blackwall - - - - -	1 - - *1 1 -*	1 6 *1 5*	1 12 *1 9*	1 16 *1 13*	2 4 *2 -*
- 18 -		Moorings, London Docks, City Canal, or St. Katharine's Docks - - - - -	1 4 - *1 5 -*	1 11	1 18 *1 16*	2 5 *2 2*	2 12 *2 10*
6 9 -		Sheerness, Stangate Creek, or Blackstakes - -	2 10 -	2 15 *2 13*	3 - *2 15*	3 4 *2 18*	3 10 *3 6*
7 18 -		Chatham - - - - - - - - -	2 18 -	3 3 *3 1*	3 8 *3 4*	3 13 *3 6*	3 18 *3 14*
	Erith Reach, and *vice versâ* -	Woolwich or Blackwall - - - - -	- 15 - *- 17 -*	- 18 *1 -*	1 1 *1 2*	1 4 *1 5*	1 9 *1 13*
		Moorings, London Docks, City Canal, or St. Katharine's Docks - - - - -	1 1 - *1 5 -*	1 4 *1 8*	1 7 *1 11*	1 10 *1 13*	1 15 *2 2*

Enclosure in No. 20.

of Trinity House of Deptford Strond, or acting as such under the authority of the Acts of Parliament Ships and Vessels within the Limits, in the said Table mentioned.

12 Feet.	13 Feet.	14 Feet.	15 Feet.	16 Feet.	17 Feet.	18 Feet.	19 Feet.	20 Feet.	21 Feet.	22 Feet.	23 Feet.	Decrease. If one Vessel of each Draft were Piloted.	
												Decrease, except in No. Channel upwards.	Decrease in No. Channel upwards, made up by Shipping Money.
£. s. d.	£. s.	£. s.	£. s.	£. s.	£. s.	£. s.	£. s.	£. s.	£. s.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
6 – –	6 10	7 2	7 14	8 9	9 4	10 4	11 4	12 14	14 4	16 4 –	18 4 –		
6 1 –	*6 11*		*7 11*	*8 2*	*8 10*	*9 18*	*11 14*	*13 10*	*15 6*	*16 4 –*	*16 4 –*		
1 8 –	1 10	1 13	1 16	2 –	2 4	2 9	2 14	3 –	3 6	3 16 –	4 6 –	These Rates were calculated on Tonnage.	
1 – –	1 2	1 5	1 8	1 12	1 16	2 1	2 6	2 12	2 18	3 6 –	3 14 –		
5 10 –	5 19	6 9	6 19	7 15	8 11	9 11	10 11	11 16	13 1	14 16 –	16 11 –	– –	14 5 9
5 12 –	*6 –*	*6 13*	*7 1*	*7 17*	*8 10*	*9 16*	*10 7*	*11 12*	*12 17*	*14 18 –*			
6 9 –	7 –	7 13	8 6	9 4	10 2	11 7	12 12	14 4	15 16	17 16 –	19 16 –	25 7 –	46 – 3
7 9 –	*8 2*	*8 14*	*9 6*	*9 19*	*10 11*	*12 13*	*15 –*	*17 18*	*19 3*	*20 17 –*	*22 12 –*		
7 8 –	8 1	8 16	9 11	10 11	11 11	13 1	14 11	16 11	18 11	20 16 –	23 1 –	– 1 –	20 10 3
7 9 –	*8 2*	*8 14*	*9 6*	*9 19*	*10 11*	*12 13*	*15 –*	*17 18*	*19 3*	*20 17 –*	*22 12 –*		
7 17 –	8 11	9 6	10 1	10 19	11 17	13 12	15 7	17 12	19 7	22 7 –	24 17 –	2 8 –	24 19 6
	8 10	*9 –*	*9 15*	*10 7*		*13 18*	*16 14*	*19 3*	*20 14*		*24 – –*		
8 2 –	8 16	9 12	10 8	11 8	12 8	14 8	16 8	18 13	20 18	23 13 –	26 8 –	8 4 –	32 12 3
8 6 –	*9 2*	*9 19*	*10 11*	*11 4*	*12 15*	*14 13*	*17 12*	*19 17*	*22 7*	*24 17 –*	*27 7 –*		
8 9 –	9 4	10 –	10 16	11 16	12 16	14 16	16 16	19 6	21 16	24 11 –	27 6 –	1 5 –	26 1 3
8 6 –	*9 2*	*9 19*	*10 11*	*11 4*	*12 15*	*14 13*	*17 12*	*19 17*	*22 7*	*24 17 –*	*27 7 –*		
8 15 –	9 10	10 7	11 4	12 4	13 4	15 9	17 14	20 4	22 14	25 14 –	28 14 –	1 19 –	26 17 3
8 14 –				*11 16*	*13 5*	*15 6*	*18 19*	*20 18*	*23 7*	*25 16 –*	*28 5 –*		
1 12 –	1 15	1 18	2 2	2 6	2 10	2 14	2 18	3 2	3 6	3 10 –	3 14 –	39 14 –	
3 – –	*3 5*	*3 8*	*3 14*	*4 1*	*4 11*	*5 5*	*5 16*	*6 19*	*7 17*	*8 14 –*	*9 11 –*		
3 – –	3 5	3 11	3 17	4 5	4 13	5 5	5 17	6 13	7 9	8 9 –	9 9 –		
		3 8	*3 14*	*4 1*	*4 11*		*5 16*	*6 19*	*7 17*	*8 14 –*	*9 11 –*		
3 7 –	3 12	3 18	4 4	4 12	5 –	5 10	6 –	6 15	7 10	8 8 –	9 16 –	7 19 –	
3 11 –	*3 14*			*4 15*	*5 5*	*6 2*	*7 9*	*8 14*	*9 11*	*10 9 –*	*11 10 –*		
3 15 –	4 1	4 8	4 15	5 6	5 17	6 12	7 7	8 5	9 3	10 8 –	11 13 –	13 12 –	
4 1 –	*4 9*	*4 18*	*5 5*	*5 12*	*6 8*	*7 7*	*8 6*	*10 9*	*11 6*	*12 9 –*	*13 11 –*		
4 – –	4 6	4 16	5 6	5 18	6 10	7 5	8 –	9 –	10 –	11 10 –	12 – –	5 6 –	
4 1 –	*4 9*	*4 18*	*5 5*	*5 12*	*6 8*	*7 7*	*8 6*	*10 9*	*11 6*	*12 9 –*	*13 11 –*		
4 13 –	5 –	5 10	6 –	6 12	7 4	8 4	9 4	10 9	11 14	13 4 –	14 14 –	2 2 –	
4 15 –	*5 4*	*5 12*		*6 8*	*7 5*	*8 6*	*9 19*	*11 12*	*12 9*	*13 5 –*	*14 2 –*		
1 9 –	1 13	1 18	2 3	2 9	2 15	3 2	3 6	3 11	4 6	4 18 –	5 10 –		
1 11 –	*1 15*	*1 19*	*2 4*	*2 8*	*2 12*	*2 16*	*3 –*	*3 4*	*4 3*	*5 – –*	*5 16 –*		
2 – –	2 5	2 11	2 17	3 4	3 11	4 1	4 11	5 5	5 19	6 17 –	7 15 –	13 8 –	
2 8 –	*2 16*	*3 4*	*3 11*	*3 17*	*4 4*	*4 11*	*5 12*	*6 10*	*8 2*	*8 14 –*	*9 6 –*		
2 10 –	2 16	3 4	3 11	3 19	4 7	4 19	5 11	6 11	7 11	8 16 –	10 1 –		
2 8 –				*3 17*	*4 4*	*4 11*	*5 12*	*6 16*	*8 2*	*8 14 –*	*9 6 –*		
2 19 –	3 6	3 14	4 2	4 11	5 –	5 15	6 10	7 15	9 –	10 10 –	12 – –		
2 18 –			*4 3*		*4 19*	*5 8*	*6 13*	*7 17*	*9 2*	*10 7 –*	*11 12 –*		
3 15 –	4 –	4 7	4 14	5 4	5 14	6 6	6 18	7 13	8 8	9 6 –	10 4 –		
3 14 –	*4 3*	*4 11*	*4 19*	*5 8*	*5 16*	*6 4*	*6 13*	*7 1*	*7 9*	*7 17 –*	*8 5 –*		
4 3 –	4 8	4 15	5 2	5 12	6 2	6 17	7 12	8 5	9 8	10 8 –	11 8 –		
	4 11	*4 19*	*5 8*	*5 16*	*6 4*	*6 13*	*7 1*	*7 9*	*7 17*	*8 5 –*	*8 13 –*		
1 14 –	1 19	2 5	2 11	2 18	3 5	3 13	4 1	4 11	5 1	5 13 –	6 5 –	15 19 –	
2 2 –	*2 10*	*2 18*	*3 6*	*3 14*	*4 3*	*4 13*	*5 5*	*5 16*	*7 9*	*8 6 –*	*9 3 –*		
2 – –	2 5	2 11	2 17	3 4	3 11	3 19	4 7	4 17	5 7	5 19 –	6 11 –	22 9 –	
2 10 –	*2 18*	*3 6*	*3 14*	*4 3*	4 13	*5 5*	*5 16*	*6 13*	*8 6*	*9 19 –*	*11 12 –*		

TABLE of the RATES of PILOTAGE to be Demanded and Received by Pilots licensed by the Corporation of Trinity

Increase. If One Vessel of each Draft were Piloted. £. s. d.	FROM	TO	7 Feet and under. £. s. d.	8 Feet. £. s.	9 Feet. £. s.	10 Feet. £. s.	11 Feet. £. s.
	Greenhithe, or Long Reach, or *vice versâ*	Woolwich or Blackwall	– 17 –	1 –	1 3 *1 2*	1 6 *1 5*	1 12 *1 13*
		Moorings, London Docks, City Canal, or St. Katharine's Docks	1 3 – *1 5 –*	1 6 *1 8*	1 9 *1 11*	1 14 *1 13*	2 2
1 13 –		Sheerness, Stangate Creek, or Blackstakes	2 18 –	3 1	3 4 *3 3*	3 7 *3 6*	3 14
7 11 –		Chatham	3 6 –	3 9 *3 10*	3 12	3 15 *3 14*	4 3
– 11 –	Woolwich or Blackwall, and *vice versâ*	Moorings, London Docks, City Canal, or St. Katharine's Docks	– 17 –	1 –	1 3 *1 2*	1 6 *1 5*	1 9 *1 7*
12 12 –		Sheerness, Stangate Creek, or Blackstakes	3 6 –	3 10	3 14 *3 12*	3 18 *3 14*	4 2 *4 3*
12 17 –		Chatham	3 14 –	3 17 *3 18*	4 – *4 1*	4 3	4 11
	Chatham	Sheerness, Stangate Creek, or Blackstakes	1 15 –	1 18 *1 19*	2 1 *2 2*	2 4 *2 5*	2 11 *2 14*
53 4 –	From Sea in or out of Ramsgate, Margate, Dover, or Sandwich Harbours, 5 *s.* per foot of the vessel's draft of water.						

For vessels exceeding 23 feet, an increase in the rates for each foot or part of a foot, in the same proportion as between 22 and 23 feet.

The several rates and prices specified above, are subject to a reduction of one-fourth part, in respect of vessels propelled by steam, and vessels towed by steam vessels, provided that if any such vessel shall be propelled by steam, or towed by a steam vessel for a part only of the distance for which any such rate or price may be payable, the reduction of one-fourth shall be made on such part only of the said rate or price as shall be proportionate to the distance so propelled or towed.

For putting a Pilot on board a Vessel either from the Cutters or from the Shore.

60 Tons and under 150.	150 Tons and under 250.	250 Tons and under 400.	400 Tons and under 600.	600 Tons and under 1,000.	1,000 Tons and upwards.
£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
1 – –	1 5 –	1 10 –	2 – –	2 10 –	3 3 –
1 2 6	*1 2 6*	*1 7 –*	*1 16 –*	*2 17 –*	

Vessels not exceeding 70 tons, chiefly laden inwards with fish, corn, or other provisions, are to pay during the summer months, viz., from Lady-day to Michaelmas-day inclusive, the following rates only, viz.:—

From sea to London, or *vice versâ* – – – – £. 4 14 6
„ Gravesend to London or *vice versâ* – – – – 1 5 –

Vessels exceeding 70 tons and not exceeding 100 tons, chiefly laden inwards with fish, corn, or other provisions, are to pay during the summer months, viz., from Lady-day to Michaelmas-day inclusive, the following rates for the outward voyage, viz.:—

From London to Gravesend – – – – – – £. 1 5 –
„ Ditto to the Nore – – – – – – 2 18 –
„ Ditto to the Sea – – – – – – 5 5 –

A pilot

House of Deptford Strond, or acting as such under the Authority of the Acts of Parliament, &c.—*continued.*

12 Feet.	13 Feet.	14 Feet.	15 Feet.	16 Feet.	17 Feet.	18 Feet.	19 Feet.	20 Feet.	21 Feet.	22 Feet.	23 Feet.	Decrease. If one Vessel of each Draft were Piloted.	
												Decrease, except in No. Channel upwards.	*Decrease in No. Channel upwards, made up by Shipping Money.*
£. s. d.	£. s.	£. s.	£. s.	£. s.	£. s.	£. s.	£. s.	£. s.	£. s.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
1 18 –	2 4	2 12	3 –	3 9	3 18	4 8	4 18	5 16	6 14	7 14 –	8 14 –	*3 15 –*	
2 2 –	*2 10*	*2 18*	*3 6*	*3 14*	*4 3*	*4 13*	*5 5*		*7 9*	*8 6*	*9 3 –*		
2 10 –	2 18	3 6	3 14	4 3	4 12	5 4	5 16	6 11	7 6	8 11 –	9 16 –	*4 13 –*	
					4 13	*5 5*		*6 13*	*8 6*	*9 19 –*	*11 12 –*		
4 1 –	4 8	4 15	5 2	5 10	5 18	6 8	6 18	7 13	8 8	9 6 –	10 4 –		
4 3 –	*4 11*	*4 19*	*5 8*	*5 16*	*6 4*	*6 13*	*7 2*	*7 9*	*7 17*	*8 5 –*	*8 13 –*		
4 11 –	4 19	5 7	5 15	6 3	6 13	7 8	8 3	8 14	9 4	10 19 –	11 19 –		
		5 8	*5 16*	*6 4*		*7 1*	*7 9*	*7 17*	*8 6*	*8 14 –*	*9 2 –*		
1 12 –	1 15	1 18	2 2	2 6	2 10	2 14	2 18	3 2	3 6	3 10 –	3 14 –		
1 9 –	*1 13*	*1 17*		*2 5*									
4 10 –	4 18	5 8	5 18	6 10	7 2	7 14	8 5	8 14	10 10	11 15 –	13 – –		
4 10 –	*4 19*		*5 16*	*6 4*	*6 13*	*7 1*	*7 9*	*7 17*	*8 5*	*8 13 –*	*9 1 –*		
4 19 –	5 7	5 17	6 7	6 19	7 11	8 5	8 14	9 4	11 –	12 5 –	13 10 –		
	5 8	*5 16*	*6 4*	*6 13*	*7 1*	*7 9*	*7 17*	*8 6*	*8 14*	*9 2 –*	*9 10 –*		
2 18 –	3 5	3 12	3 19	4 6	4 13	5 –	5 7	5 14	6 1	6 11 –	7 1 –	*8 – –*	
3 – –		*3 8*	*3 14*	*4 1*	*4 11*	*5 5*	*5 16*	*6 19*	*7 17*	*8 14 –*	*9 11 –*		
												176 1 –	*191 6 6*

A pilot taking charge of a foreign vessel, on board of which there may not be any individual qualified to interpret his orders, shall be authorised to employ a person to assist him as leadsman or interpreter; provided it be distinctly understood that the necessity for the employment of such person shall be proved to the satisfaction of the Corporation of Trinity House, in which case only the following rates shall be chargeable in addition to the regular pilotage, viz.:

For the whole run from Sea to Gravesend - - -	£. 2 10 –
„ Ditto from Gravesend to Sea - - -	1 – –

The additional rate, for intermediate portions of a foot, in the draft to be regulated as follows, viz.:—

For three inches and under - - - - -	No addition.
For more than three inches and under nine inches -	The medium between the two rates.
For nine inches and upward - - - - -	The rate for the next foot.

For removing a ship or vessel from moorings into a dry or wet dock, or from one part of the river situated above Blackwall to another part of the river so situated:—

For a ship under 300 tons - - - - - -	£. – 15 –
Ditto - of 300 to 600 tons - - - - -	1 1 –
Ditto - of 600 to 1,000 tons - - - - -	1 11 6
Ditto - above 1,000 tons - - - - -	2 2 –

In the Thames above Gravesend:—

For a boat of a class carrying an anchor of above 4 cwt. with a corresponding tow line - - - - -	£. 2 2 –
Ditto - - ditto - - ditto - - 2 cwt.	1 1 –
Ditto - - ditto - - ditto - - under 2 cwt.	– 15 –

Per trip for the whole distance from Gravesend to London, and in proportion for any part of that distance. And for each man's service in those boats, 8 *s.* per tide.

No. 21.

(No. 10,475.)

The Secretary, Board of Trade, to the Secretary, Trinity House.

Board of Trade, Whitehall,
26 September 1862.

Sir,

I AM directed by the Lords of the Committee of Privy Council for Trade to acknowledge the receipt of your letter of the 24th instant, transmiting copy of the proposed new table of rates of pilotage for the London district, with a statement showing both the increase and decrease of pilotage that will arise under the amended scale of charges.

I am to state to you, for the information of the Elder Brethren of the Trinity House, that my Lords see no objection to the table of rates in question, but that, previous to submitting it to Her Majesty in Council, their Lordships require the publication of the new scale of pilotage three times, at intervals, in the "Shipping and Mercantile Gazette," and one other London paper, and, should the Elder Brethren think proper, in such other local or provincial journals as may be considered the best channels for making known the contemplated alterations in the pilotage.

I am, &c.
(signed) *James Booth.*

The Secretary, Trinity House.

No. 22.

(No. 11,502.)

The Secretary, Trinity House, to the Secretary, Board of Trade.

Trinity House, London,
22 October 1862.

Sir,

I AM directed by the Elder Brethren to acquaint you, for the information of the Lords of the Committee of Privy Council for Trade, that the proposed alteration in the rates of pilotage for the London district has been duly published, in the manner required in your letter of 26th ult. I am also to transmit the accompanying copy of a letter from Mr. M. F. Bremer, being the only communication which has been received in relation to the proposed amended rates, together with copy of the reply which has been addressed to Mr. Bremer thereto; and I am to state, for their Lordships' information, that the Elder Brethren do not perceive in Mr. Bremer's remarks sufficient grounds for any alteration in the rates they have proposed.

I am further directed to transmit the accompanying bye-law which has been prepared pursuant to the provisions of the 333d section of the "Merchant Shipping Act, 1844," for making the proposed alterations, and to signify the request of the Elder Brethren that their Lordships will be pleased to take such steps as they may deem necessary for obtaining the sanction of Her Majesty in Council thereto.

See Order in Council subjoined.

I have, &c.
(signed) *P. H. Berthon.*

The Secretary, Board of Trade.

Enclosure 1, in No. 22.

19, London-street, 15 October 1862.

OBSERVING by the "Times" newspaper, that your honourable Corporation intends to make some alteration in the rates of pilotage, I beg leave to state that, on my arrival in London in 1814, I entered as clerk in the house of Messrs. Albers and Codner, ship-brokers, and remember that at that time, and for many years afterwards, ships laden with deals discharging

discharging their cargoes beyond the City Canal, off the Folley House, were charged the rates of pilotage to Blackwall, and that ships laden with grain used to discharge at Limehouse-hole and Millwall, until the increase of steamers made it dangerous to discharge grain cargoes in the river, when they were directed on arrival to go in the different docks, and also City Canal, Blackwall End; and on inquiring at the Trinity House, I was informed that the rates of pilotage into the West India Docks were the Blackwall rates, but into the City Canal the London Dock rates, and have ever since been charged, which was probably never intended by the Act of Pilotage, for I find in the pilotage book of 1826,—

	£.	s.	d.
Pilotage from Orfordness to Blackwall for seven feet - -	5	5	9
„ „ to London Docks ditto - -	5	16	–

and nothing is stated about the West India Docks or City Canal, both being so close together at Blackwall. And, as a great many captains with grain-laden ships have made complaints of having been imposed upon by pilots telling them that the pilotage into the City Canal was the same as into the West India Docks, I hope you will make both rates alike.

I beg to observe that since the publication of the Pilotage Book of 1826, and until the last eight or ten years, pilots were allowed to pilot ships from Orfordness all the way up to London, and the pilotage for ships of about 200 tons, drawing 14 feet water, was 11*l.* 10*s.*, but since that time sea pilots are only allowed to pilot the ships to Gravesend, and a Gravesend pilot to London, at the following rates:—

	£.	s.	d.
From Orfordness to Gravesend, 14 feet - - - -	9	13	8
„ Gravesend to London, ditto - - - -	3	14	–
Together - - -	13	7	8

instead of 11*l.* 10*s.*; and it is now proposed to reduce the sea pilotage to 8*l.* 16*s.*, but to leave the Gravesend pilotage as high as before (3*l.* 14*s.*), which appears to be objectionable.

I also observe that it is proposed to make a charge of 1*l.* 5*s.* for merely putting a pilot on board vessels of 150 to 250 tons from the cutters, which has never been charged before to ships coming from the northward.

The Pilotage Book of 1826 states:—For putting a pilot on board and for pilotage of ships to the anchorage in the Downs, for a ship of 150 to 250 tons, from South Foreland to the Downs, 1*l.* 5*s.*

If the proposed following rates for 14 feet are charged—

	£.	s.	d.
From Orfordness to Gravesend - - - - - -	8	16	–
„ Gravesend to London - - - - - -	3	14	–
And for putting a pilot on board - - - - -	1	5	–
Together - - -	13	15	–

it will be 2*l.* 5*s.* more than formerly, when the pilotage all the way up to London was only 11*l.* 10*l.*, and when freights were much better than of late years.

I beg to observe that pilotage, up and down the river, falls very heavy upon ships from the Baltic, Prussian, and Mecklenburgh ports, as ships of 200 tons at the late years' average rates of 2*s.* 6*d.* to 3*s.* per quarter wheat, make only about 200*l.* freight, and have generally 28 days for loading and discharging, and about 14 days for making the passage, and must all of them leave London in ballast, as here are but very rarely return cargoes, except for very small ships and for steamers.

Respectfully, &c.
(signed) *M. F. Bremer,*
Partner of Bremer, Bennett & Bremer.

P.S.—I beg to observe that, about 16 years ago, my steamers trading to Antwerp, Rotterdam, Bremen, and Hamburg, were allowed to employ watermen, instead of licensed pilots, between London and Gravesend, and they charged me 1*l.* 2*s.* for each trip; but, about two years after, watermen licenses for piloting were granted them, when I had to pay them the full pilotage of about 2*l.* 10*s.* to 3*l.* for the same service.

To the Honourable Corporation
of the Trinity House.

Enclosure 2, in No. 22.

Sir, Trinity House, London, 21 October 1862.

Having laid before the Board your letter of the 15th instant, in which you offer certain observations on the pilotage rates now payable within the London district and on those which it is proposed to establish in lieu thereof, I am directed to draw your attention to the fact that the rates in force in the year 1826, to which you refer, were thus classified, viz., "to Woolwich or Blackwall," and "to moorings or London Dock." Vessels arriving at "moorings" above Blackwall were, therefore, considered to be chargeable with the same rate as for London Docks. The Elder Brethren, under the circumstances, have not thought it necessary that any alteration should be made in the limit at which the higher rates should be payable, which limit has been established for so many years.

With reference to your remark, that one pilot could formerly take a vessel from Orfordness to London, whereas two must now be employed, I am directed to refer you to the 370th section of the "Merchants' Shipping Act, 1854," in which the Legislature has specially provided that the Corporation shall no longer license the same person to act as pilot both above and below Gravesend.

I am also directed to acquaint you that it has been considered desirable that a uniform system should be adopted in respect of pilotage in the North and South Channels. The rates of pilotage in the former are therefore proposed to be reduced, and an amount allowed for putting a pilot on board a vessel, which was formerly paid by the pilot out of the higher rate of pilotage.

I am further directed to remark that although the masters of steam-vessels trading to Antwerp, Rotterdam, &c., did, as you state, employ watermen to pilot their vessels, both they and the unlicensed men thereby rendered themselves liable to penalties if the services of pilots had been tendered and refused.

I am, &c.

M. F. Bremer, Esq., London-street. (signed) *P. H. Berthon.*

The following Order in Council received the approval of Her Majesty.

No. 23.

Order in Council.

At the Court at Osborne House, Isle of Wight, the 1st day of November 1862.

Present:—The Queen's Most Excellent Majesty in Council.

Whereas by the 333d section of "The Merchant Shipping Act, 1854," it is enacted that, subject to the provisions contained in the fifth part of that Act, it shall be lawful for every pilotage authority, by bye-law made with the consent of Her Majesty in Council, from time to time, to do within its districts all or any of the things specified in that behalf in the said section:

And whereas the Trinity House Corporation, being the pilotage authority under the said Act for the London and English Channel Districts, the limits whereof now are "the waters of the Thames and Medway, as high as London-bridge and Rochester-bridge respectively, and also the seas and channels leading thereto or therefrom, as far as Orfordness to the north and Dungeness to the south, and the seas between Dungeness and the Isle of Wight," has submitted for the consent of Her Majesty in Council the bye-law, a copy whereof is set forth in the schedule hereunto annexed, with respect to the pilotage of the said London and English Channel Districts:

And whereas it has been made to appear to Her Majesty that the said bye-law is proper and reasonable:

Now, therefore, Her Majesty, by virtue of the power vested in Her by the said recited Act, and by and with the advice of Her Privy Council, is pleased to approve, and doth hereby approve of and signify her consent to, the said bye-law, as a bye-law of the said Trinity House with respect to the pilotage of the London and English Channel Districts.

SCHEDULE to which the foregoing Order refers.

FROM and after the first publication in the "London Gazette" of the Order signifying the consent of Her Majesty in Council to this bye-law, there shall be paid to all Trinity House pilots for all ships piloted within the limits of the London and English Channel Districts such dues in respect of their pilotage services as are specified in the Table following;—

TABLE of the Rates of Pilotage.

(The same as on pages 16, 17, and 18, omitting the numbers in *italics*.)

No. 24.

(No. 8463.)

The Secretary, Board of Trade, to the Secretary, Trinity House.

Board of Trade, Whitehall,
29 July 1862.

Sir,

I AM directed by the Lords of the Committee of Privy Council for Trade to enclose, for the consideration of the Elder Brethren of the Trinity House, copy of a letter which my Lords have received from Mr. Files, master of the Deal lugger "Dart," relative to the regulations as to the money for shipping pilots at Dover and Deal; and I am to request you will state to the Elder Brethren that the question raised by Mr. Files appears to my Lords, so far as they can at present judge, to be one which should be dealt with by the Trinity House rather than by this Board.

I am, &c.
(signed) *T. H. Farrer.*

The Secretary, Trinity House.

No. 25.

(No. 8463.)

Mr. *Phillip Files* to the President of the Board of Trade.

Port Arms Inn, Deal,
25 July 1862.

Sir,

FROM regulations some time made by the Trinity Board as to the money for shipping of pilots at Dover and Deal, it was there set forth that one-seventh part of such shipping money should be paid to the Dover pilots only.

A short time since, we shipped Mr. Godden, who resides at Dover; owing to the length of time he required before he joined our lugger, the barque forged a-head until she was nearly in the Downs, or, properly speaking, where no Deal pilot ever demands a seventh part.

The question submitted, Sir, is this? Are Dover pilots entitled to the seventh part if in the Downs? As this is a matter affecting a large number of boatmen, your answer will greatly oblige, Sir,

Yours, &c.
(signed) *Phillip Files*,
Master of the Deal Lugger "Dart."

P.S.—We have no complaint to make of Mr. Godden.

To the Right Honourable
The President of the Board of Trade.

No. 26.

(No. 8915.)

The Assistant Secretary, Trinity House, to the Secretary, Board of Trade.

Trinity House, London, E.C.
7th August 1862.

Sir,

Having laid before the Elder Brethren your letter of the 29th ultimo, transmitting, by direction of the Lords of the Committee of Privy Council for Trade, copy of one which their Lordships have received from Mr. Files, master of the lugger "Dart," in relation to the regulation for the apportionment of the amount paid for putting pilots on board vessels, and for pilotage into the Downs, I am directed to acquaint you, for their Lordships' information, that in the opinion of the Elder Brethren the pilot in this case is entitled to the one-seventh part of the amount referred to, in accordance with the established rates, and that to award the whole amount to boatmen would be an inducement to them to relax their exertions in putting pilots on board to the westward of the South Foreland, and in many cases cause delay to the ship requiring the pilots' services.

I am also directed to acquaint you that the Elder Brethren have had the rates of pilotage, &c. for the London district under consideration, in order, as far as possible, to assimilate them with those paid by Her Majesty's ships, which amended rates now await the approval of the Right Honourable the Lords Commissioners of the Admiralty, previously to their being submitted for Her Majesty's sanction, and will, in the opinion of the Elder Brethren, obviate similar disputes when they shall have come into operation.

I have, &c.
(signed) *George Herbert*,
Assistant Secretary.

The Secretary, Board of Trade.

No. 27.

(No. 8915.)

The Secretary, Board of Trade, to Mr. *Phillip Files*.

Board of Trade, Whitehall,
11 August 1862.

Sir,

I am directed by the Lords of the Committee of Privy Council for Trade to acknowledge the receipt of your letter of the 25th ultimo, in relation to the apportionment of the amount paid for putting pilots on board vessels and for pilotage into the Downs.

In reply, I am to acquaint you that, having submitted the question raised by you to the Trinity Board, my Lords are informed that, in the opinion of the Elder Brethren, the pilot in the case referred to by you is entitled to the one-seventh part of the amount of shipping money in question, in accordance with the established rates.

I am to add, that this is not a matter in which my Lords have any power to interfere.

I am, &c.
(signed) *James Booth.*

Mr. Phillip Files,
Port Arms Inn, Deal.

No. 28.

(No. 3654.)

The Mayor of Carmarthen to the President of the Board of Trade.

Carmarthen, 20 March 1863.

Sir,

In accordance with a resolution passed by the Town Council here, I venture to address you on a subject which is of very great importance to the interests of the

the port of Carmarthen, viz. the condition of the pilotage for the bar and river.

At present there are no regulations or bye-laws of any description, and any person choosing to call himself a pilot, whether qualified or not, may act as such, charging whatever sum he can extort for his services.

The corporation have several times endeavoured to remedy this state of things, but hitherto without success, and as the Bristol Pilotage Board seems unable to assist us, we appeal to you, trusting you will authorise the Town Council to adopt such regulations as shall allow none but competent persons to act as pilots, and to frame a fixed tariff of charges.

The foreign trade of this port is considerably increasing, the customs duties last year having amounted to upwards of 1,000 *l.*; and I may state that, since the 1st January, 10 or 12 ships have arrived here with full cargoes from foreign ports. It has frequently come to my knowledge that captains of vessels have refused to come here a second time in consequence of the uncontrolled impositions of the pilots.

I annex a copy of a letter received by my predecessor from the Bristol Pilotage Board; and, under the circumstances, I trust we shall obtain the permission of the Board of Trade to make pilotage bye-laws for this port.

I have, &c.
(signed) *W. de G. Warren*,
Mayor of Carmarthen.

The Right Hon. T. Milner Gibson,
President of the Board of Trade,
&c. &c. &c.

Enclosure in No 28.

Copy of Letter received by *J. Thomas*, Esq., late Mayor of Carmarthen.

Harbour Master's Office, Bristol,
27 September 1861.

Sir,

In reply to your letter of the 14th, I am directed by the pilotage authorities of this city to inform you that they think it inexpedient to pass the bye-laws and rates for the Port of Carmarthen, under the intended altered system of the Bristol Channel pilotage, particularly so with the prospect of a change promised by the President of the Board of Trade during the next Session of Parliament, when Mr. Gibson intends to deal generally with the question of pilotage for the whole of the United Kingdom.

I now return the bye-laws and rates as forwarded by you.

(signed) *John Drew*,
Harbour Master.

The Mayor of Carmarthen.

No. 29.

(No. 3664.)

The Secretary, Board of Trade, to the Mayor of Carmarthen.

Board of Trade, Whitehall,
26 March 1863.

Sir,

I am directed by the Lords of the Committee of Privy Council for Trade to acknowledge the receipt of your letter of the 20th instant, calling attention, in pursuance of a resolution passed by the Town Council of Carmarthen, to the condition of the pilotage of the bar and river, with a view to the adoption of such regulations or the framing of such bye-laws as shall provide for the efficiency of the pilots, and for a schedule of pilotage rates.

In reply, I am to direct your attention to the "Merchant Shipping Act Amendment Act, 1862," s. 39, the provisions of which would seem to be applicable to the case of Carmarthen, provided that a Pilotage Board could be constituted there that would fairly represent the interests of the pilots and of the shipowners; and my Lords will thank you to favour them with the views of the Town Council as to the constitution of the proposed pilotage authority for the Port of Carmarthen. 25 & 26 Vict. c. 63.

The Town Council will see in the Act itself what are the steps which it is necessary to take if it is intended to proceed under it.

I have, &c.
(signed) *T. H. Farrer.*

The Mayor of Carmarthen, South Wales.

No. 30.

(No. 4925.)

The Mayor of Carmarthen to the Secretary, Board of Trade.

Sir, Carmarthen, 18 April 1863.

I HAVE had the honour to submit to the Town Council here your letter of the 26th ultimo, referring me to the 39th section of the Merchant Shipping Act Amendment Act, 1862, as applicable to this port, towards the formation of a Pilotage Board; and I beg to inform you that the Town Council, considering all interests concerned, are of opinion that their own body would be the most convenient and suitable Board, as it consists of merchants, shipowners, and other gentlemen intimately connected with the port of Carmarthen and its commerce.

I have likewise to inform you that the pilotage authorities of Bristol consent to our proceeding, provided the Board to be formed does not interfere with the general channel pilotage.

I shall be glad to hear the decision of their Lordships, that we may proceed in the matter at once.

I remain, &c.
(signed) *W. de G. Warren,*
Mayor of Carmarthen.

The Secretary, Board of Trade, London.

No. 31.

(No. 4925.)

The Secretary, Board of Trade, to the Mayor of Carmarthen.

Board of Trade, Whitehall,
Sir, 24 April 1863.

I AM directed by the Lords of the Committee of Privy Council for Trade to acknowledge the receipt of your letter of the 18th instant, stating, with reference to the proposed formation of a Pilotage Board for Carmarthen, that the Town Council are of opinion that their own body would constitute the most suitable Board.

In reply I am to inform you that in the opinion of their Lordships a Pilotage Board ought, if and when practicable, to be so constituted as to represent the interest of all parties concerned. With this view I am to request that you will endeavour to procure and forward to this Board a statement showing:—(1.) The amount of tonnage owned in Carmarthen; (2.) The number of resident shipowners or merchants; (3.) The number of persons, if any, who, although not regularly constituted, follow the calling of pilots.

My Lords would also be glad to know what number of persons interested in shipping are at present on the Town Council.

I am, &c.
(signed) *T. H. Farrer.*

The Mayor, Carmarthen, South Wales.

No. 32.

(No. 6099.)

The Mayor of Carmarthen to the Secretary, Board of Trade.

Carmarthen, 16 May 1863.

Sir,

In reply to your letter of the 24th ult. I have taken steps to ascertain the particulars required by their Lordships, and they are as follows :—

1st. The amount of tonnage owned in Carmarthen—

About 400 tons.

2d. The number of resident shipowners or merchants—

Shipowners, 7 or 8.
Merchants, 20.

3d. The number of persons, if any, who, although not regularly constituted, follow the calling of pilots—

About 12 (twelve.)

There are in the Town Council four members who are interested in shipping.

I would further annex, for the information of their Lordships, the following particulars :—

Port of Carmarthen, 1862.

	Tonnage.
Vessels from foreign ports, with cargoes, 23 - - -	3,017
Vessels coastwise, inwards and outwards, with cargoes, 271 -	20,234

The Town Council, being composed of the principal merchants and traders of the town, and persons mainly interested in the shipping of the port, would, we think, most fairly represent all interests.

I am, &c.
(signed) *W. de G. Warren,*
Mayor of Carmarthen, South Wales.

The Secretary, Board of Trade.

No. 33.

No. 6099.)

The Secretary, Board of Trade, to the Mayor of Carmarthen.

Board of Trade, Whitehall,
20 May 1863.

Sir,

I am directed by the Lords of the Committee of Privy Council for Trade to acknowledge the receipt of your letter of the 16th instant, giving the particulars of the tonnages of ships owned in the port of Carmarthen, and other information having reference to the constitution of a Pilotage Board for that port.

I am to acquaint you that, before my Lords can take any further proceedings in this matter, they request to be informed whether the Town Council of Carmarthen have, in the manner provided for by section 40 of the Merchant Shipping Act Amendment Act, 1862, published the notices of their application to this Board for a Provisional Order under section 39 of that Act.

I am to point out that, if not already done, no time should be lost in publishing the notices which should fully set forth the objects which the Town Council desire to effect, and copies of the notice papers containing the advertisements in question should be forwarded to this department.

I am, &c.
(signed) *T. H. Farrer.*

The Mayor, Carmarthen.

No. 34.

(No. 6264.)

The Mayor of Carmarthen to the Secretary, Board of Trade.

Sir, Carmarthen, 21 May 1863.

I HAVE the honour herewith to transmit a copy of the advertisement we purpose inserting in the newspapers, under the 40th section of the Merchant Shipping Act Amendment Act, 1862.

Before we advertise it I shall be glad to know whether it is in proper form and suitable.

I have, &c.

(signed) *W. de G. Warren,*

The Secretary, Board of Trade. Mayor of Carmarthen.

Enclosure in No. 34.

PORT OF CARMARTHEN—PILOTAGE.

NOTICE is hereby given, that the Town Council of the county of the borough of Carmarthen have, pursuant to the "Merchant Shipping Act Amendment Act, 1862," made application to the Board of Trade for a Provisional Order for the purpose of licensing qualified persons to act as pilots for the bar and river of the port of Carmarthen, and also to adopt a tariff of pilotage charges for ships trading to or from the said port. Likewise, to make bye-laws for the regulation of such pilotage, and to appoint the Mayor and Town Council of Carmarthen for the time being a Pilotage Board under the aforesaid Act.

(signed) *W. de G. Warren,*

Carmarthen, 21 May 1863. Mayor.

No. 35.

(No. 6264.)

The Secretary, Board of Trade, to the Town Clerk, Bristol.

Board of Trade, Whitehall,

Sir, 23 May 1863.

I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you from the Town Council of Bristol (being the pilotage authority of the district) the accompanying copy of a correspondence that has passed between this Board and the Town Council of Carmarthen, on the subject of an application addressed to my Lords by that body, for a Provisional Order under the 39th and 40th sections of the Merchant Shipping Act Amendment Act, 1862, to constitute a Pilotage Board for the port of Carmarthen.

I am to request that my Lords may be favoured with any observations that the Bristol Pilot Board may have to offer on the application in question.

I am, &c.

The Town Clerk, Bristol. (signed) *T. H. Farrer.*

No. 36.

(No. 6753.)

The Town Clerk, Bristol, to the Secretary, Board of Trade.

Council House, Bristol,

Sir, 3 June 1863.

I SUBMITTED your letter of the 23d May last, on the subject of the constitution of a Pilotage Board for the port of Carmarthen, to the consideration of the pilotage authorities for this port, and I am directed to state, for the information

of

of the Lords of the Committee of Privy Council for Trade, that provided the pilotage limits for the port of Carmarthen should extend only from Caldy Island to the Worms Head, no objection would be offered by the pilotage authorities for Bristol.

I have, &c.
(signed) *Dan. Burges*, Jun.
Town Clerk.

The Secretary, Board of Trade.

Mem.—A copy of the above was sent to the Town Council of Carmarthen.

No. 37.

(No. 7327.)

The Secretary, Board of Trade, to the Town Clerk, Carmarthen.

Board of Trade, Whitehall,
20 June 1863.

Sir,

I am directed by the Lords of the Committee of Privy Council for Trade to acknowledge the receipt of your letter of the 18th instant, transmitting newspapers containing the advertisements notifying that the Town Council of Carmarthen have applied for a Provisional Order under section 40 of "The Merchant Shipping Act Amendment Act, 1862," for the establishment of a pilotage authority for the bar and river of the Port of Carmarthen.

I am now to request that the Town Council will be good enough to prepare and transmit for my Lords' consideration a short draft of the Provisional Order in question, or, at least, of the special clauses determining the limits of the pilotage district and the amount of the pilotage rates, with other special provisions which the Town Council may think proper to submit for adoption.

I am, &c.
(signed) *T. H. Farrer.*

The Town Clerk, Carmarthen.

No. 38.

(No. 7327.)

The Town Clerk of Carmarthen to the Secretary, Board of Trade.

Town Clerk's Office, Carmarthen,
19 September 1863.

Sir,

By direction of the Mayor of Carmarthen, I beg to transmit, for the consideration of the Board of Trade, a code of bye-laws, approved by the Town Council, for the regulation of the pilotage of the Bar and Port of Carmarthen.

The outer limit of the pilotage district, as appears by the bye-laws, is "a line drawn from Burry Holmes to Caldy Lighthouse."

As the Town Council are without any experience to guide them in the matter, they would be glad if the Secretary would favour them with a draft of a Provisional Order.

I remain, &c.
(signed) *Geo. Thomas,*
Town Clerk.

The Secretary, Board of Trade.

Enclosure in No. 38.

Bye-Laws.

1. Pilots shall take charge of all vessels under 50 tons register, if required by signal or otherwise.

2. In case any ship or vessel shall be in distress, and pilots shall run imminent risk in going to the relief of such ship or vessel, the pilot shall be entitled to such additional pilotage from the owner, master, or person in charge of such vessel, beyond the regular rate of pilotage, as the pilotage authorities shall determine and order.

3. Any person not licensed as a pilot, who shall act as such (except when no licensed pilot can be obtained), shall be subject to a penalty not exceeding 5 *l.*

4. All disputes between masters of vessels and pilots shall be settled by the pilotage authorities; and masters of vessels having any complaint against a pilot shall state the same in writing, and hand it to the Harbour Master.

5. All vessels to heave off from the quays and landing-places when required to do so by the Harbour Master, and to be shifted and moored according to his order; and he is hereby authorised, in case the master, mate, or other person having the command of any vessel shall refuse or neglect to move his vessel, to send a sufficient number of men on board to do so, and the expense of such removal shall be paid by the master or owner of such vessel.

6. All vessels when at any of the shipping places shall slack their ropes or fastenings when ordered to do so by the Harbour Master; and in case the master, mate, or person having the command of any vessel neglecting immediately to comply with such order, the Harbour Master is hereby authorised to slack, or cause to be slacked, and (if necessary) to cut, or cause to be cut, the ropes or fastenings by which such vessel was moored, whenever it may appear advisable to him to do so.

7. No master, mate, or other person belonging to any vessel in any part of the harbour shall in any way obstruct or molest the Harbour Master in the execution of his duty.

8. Every vessel taking in ballast to do so under the directions of the Harbour Master, and at the place appointed by him; and all ballast shall be discharged at the places appointed by the pilotage authorities.

9. Masters of vessels shall keep sufficient hands on board, whether by day or night, who shall hold themselves in readiness either to slack down their ropes or fastenings, or move their ships, as the Harbour Master may direct.

10. No master of a vessel shall leave the port without paying all the tolls, dues, and additional pilotage ordered, under a penalty of 5 *l.*

11. Every pilot shall remain in charge until his vessel is properly moored.

12. Pilots detained on board, whether in port or lying outside, shall be paid 2 *s.* 6 *d.* per tide.

13. Any master or other person refusing or neglecting to make any of the payments required by, and to conform to the rules and bye-laws for the time being in force, shall be liable to a penalty not exceeding 5 *l.* for every such offence, at the discretion of the justice or justices before whom the case may be heard.

14. Lastly. All penalties and forfeitures imposed by the foregoing bye-laws, and to be recovered in pursuance thereof, shall be recovered by summary proceedings before one or more justice or justices; and all the provisions contained in the Act passed in the 11 & 12 Vict. c. 43, shall be applied in the levying and enforcing of such penalties and forfeitures, and costs of such proceedings.

Pilotage.

Rules for the payment of pilots, whether licensed or not, taking charge of ships or vessels bound to Carmarthen:—

Limit No. 1.

If a pilot be taken on board outside a line drawn from Burry Holmes to Caldy Lighthouse, he is to be paid for every foot the vessel may draw,—

	s.	*d.*		*s.*	*d.*
Under 50 - tons register	3	6	From 125 to 150 tons register -	4	6
From 50 to 75 „ -	3	9	„ 150 to 175 „ -	4	9
„ 75 to 100 „ -	4	–	„ 175 to 200 „ -	5	–
„ 100 to 125 „ -	4	3	„ 200 to 225 „ -	5	3

With an advance of 3 *d.* per foot on any additional 25 tons register.

Limit No. 2.

If taken on board within Limit No. 1, but outside a line drawn from No. 1 Buoy, on Carmarthen Bar to Ragwen Point,—

	s.	*d.*		*s.*	*d.*
Under 50 - tons register	3	–	From 125 to 150 tons register	4	–
From 50 to 75 „ -	3	3	„ 150 to 175 „ -	4	3
„ 75 to 100 „ -	3	6	„ 175 to 200 „ -	4	6
„ 100 to 125 „ -	3	9	„ 200 to 225 „ -	4	9

And 3 *d.* per ton for every additional 25 tons register.

Limit

LIMIT No. 3.

If taken on board within Limit No. 2, but outside a line drawn from No. 5 Buoy to Laugharne,—

	s.	d.		s.	d.
Under 50 - tons register	2	6	From 125 to 150 tons register	3	6
From 50 to 75 „ -	2	9	„ 150 to 175 „ -	3	9
„ 75 to 100 „ -	3	–	„ 175 to 200 „ -	4	–
„ 100 to 125 „ -	3	3	„ 200 to 225 „ -	4	3

And an additional 3 *d.* per foot for every additional 25 tons register.

LIMIT No. 4.

From the Ferryside.

	Per Foot. s.	d.		Per Foot. s.	d.
Under 50 - tons register	2	–	From 125 to 150 tons register	3	–
From 50 to 75 „ -	2	3	„ 150 to 175 „ -	3	3
„ 75 to 100 „ -	2	6	„ 175 to 200 „ -	3	6
„ 100 to 125 „ -	2	9	„ 200 to 225 „ -	3	9

And an additional 3 *d.* per foot on every additional 25 tons.

LIMIT No. 5.

If taken on board within Limit No. 1, and the pilotage be for the Bar, such pilotage shall be paid when the ship is safely moored off Ferryside, or so soon as a River Pilot comes on board,—

	s.	d.		s.	d.
Under 50 - tons register	2	9	From 125 to 150 tons register	3	9
From 50 to 75 „ -	3	–	„ 150 to 175 „ -	4	–
„ 75 to 100 „ -	3	3	„ 175 to 200 „ -	4	3
„ 100 to 125 „ -	3	6	„ 200 to 225 „ -	4	6

And 3 *d.* per foot additional for every 25 tons register beyond 225 tons.

OUTWARDS.

	s.	d.		s.	d.
Under 50 - tons register	2	6	From 125 to 150 tons register	3	6
From 50 to 75 „ -	2	9	„ 150 to 175 „ -	3	9
„ 75 to 100 „ -	3	–	„ 175 to 200 „ -	4	–
„ 100 to 125 „ -	3	3	„ 200 to 225 „ -	4	3

And 3 *d.* for every additional 25 tons register.

Every vessel paying 3*s.* 6*d.* per foot and upwards shall be taken by the pilot clear of No. 1 Buoy if required.

That the pilots outwards shall not quit the vessels under their charge without the captain's consent.

That when any vessel shall have the assistance of a steam-tug in taking her out to sea, a reduction of one-fourth shall be made on her outward pilotage.

No. 39.

(No. 11,047.)

The Secretary, Board of Trade, to the Town Clerk, Carmarthen.

Board of Trade, Whitehall,
24 September 1863.

Sir,

I AM directed by the Lords of the Committee of Privy Council for Trade to acknowledge the receipt of your letter of the 19th instant, accompanied by a code of bye-laws, which have been approved of by the Town Council, for the regulation of the pilotage of the Bar and Port of Carmarthen; and in reply to your request to be furnished with a draft of a Provisional Order, for your

guidance in preparing one for Carmarthen, I am directed to forward to you herewith a copy of one drawn for the Tyne, which may serve to guide you in the matter. At the same time I should add, that this case was not proceeded with, and it may therefore probably be improved upon.

I am, &c.

The Town Clerk, Carmarthen. (signed) *T. H. Farrer.*

No. 40.

(No. 2324.)

Mr. *Wright* to the Secretary, Board of Trade.

2, Church-street, King's Lynn,

Sir, 17 February 1863.

I AM requested by a number of shipowners to forward you the enclosed memorial, as also a resolution passed by our Mutual Insurance, with a view to obtain the interference of the Board of Trade into the mismanagement of our pilotage system, and the collection of dues by the Corporation of the Borough, detrimental to the shipping belonging to and trading to and from the Port.

I have, &c.

The Secretary, Board of Trade. (signed) *James Wright.*

Enclosure 1, in No. 40.

To the Honourable Her Majesty's Board of Trade.

The Memorial of the undersigned Shipowners of the Borough and Port of King's Lynn, in the County of Norfolk.

Showeth,

THAT great dissatisfaction exists in the working of the pilotage system, under the Local Act in this Port.

That the Pilot Commissioners (a self-elected body) are attempting some alterations, which the great body of shipowners disapprove of.

That the Corporation of the Borough collects from the shipping several taxes, called bulkbreak, breakage of ground, and other imposts, without, as your Memorialists believe, any legal authority.

Your Memorialists therefore pray that your honourable Board will be pleased to send down a Commission to inquire into the evils complained of, or grant such other relief as to your honourable Board may seem meet; and your Memorialists will ever pray.

(signed)

Thos. Holmes (owner of six vessels).
Fred. Dudding (owner of one vessel).
Charles Auckland (owner of one vessel).
Thomas Jenkinson (owner of two vessels).
Stephen Lee (owner of five vessels).
George Potter (owner of one vessel).
W. Thos. England (owner of two vessels).
William Groom (owner of one vessel).
R. H. Curson (owner of one ship).
John Turner (owner of one ship).
William Watson (owner of four vessels).
Saml. Cutbarth (owner of two vessels).
Philip Bird (owner of one vessel).
John Page (owner of one vessel).
Jno. Learmouth (owner of one vessel).
John Bambridge (owner of one vessel).
William Hill (owner of one vessel).
R. J. Simms (owner of two vessels).
John G. Creak (owner of one vessel).
John Owen (owner of one vessel).
James Simpson (owner of one vessel).
George Wells (owner of one vessel).
John Brooke (owner of one vessel).
Hy. Twaits (owner of one vessel).
Geo. Hastings (owner of four vessels).

February 1863.

Enclosure 2, in No 40.

KING'S LYNN.

A Special General Meeting of the Members of the Lynn Mutual Maritime Insurance Association, held on the 4th February 1863 :—

Resolved—That the Secretary do communicate with the Board of Trade, with a view to obtain a Commission of Inquiry as to pilotage, the dues of the Port, &c.

Extracted from the Minutes.

James Wright, Secretary.

No. 41.

(No. 2324.)

The Secretary, Board of Trade, to the Secretary to the Lynn Mutual Maritime Insurance Association, King's Lynn.

Board of Trade, Whitehall,
21 February 1863.

Sir,

I AM directed by the Lords of the Committee of Privy Council for Trade to acknowledge the receipt of the copy of a resolution passed at a special general meeting of the Lynn Mutual Maritime Insurance Association on the 4th instant, on the subject of obtaining a commission of inquiry as to pilotage, port dues, &c.

I am also to acknowledge the receipt of a memorial from certain shipowners of the borough and port of King's Lynn, having the same object.

In reply, I am to acquaint you, for the information of the memorialists, that their Lordships have no power to appoint a commission as prayed for. As regards the complaints in the memorial respecting pilotage, I am to direct your attention to sections 39 and 40 of the Merchant Shipping Act Amendment Act, 1862, which relate generally to pilotage, and provide a means for the alteration, if necessary, of existing pilotage jurisdictions.

As regards the complaint respecting town dues, I am to state that this Board has no power to interfere.

I am, &c.
(signed) *T. H. Farrer.*

The Secretary to the
Lynn Mutual Maritime Insurance Association,
King's Lynn.

No. 42

(No. 7032.)

Mr. *J. O. Smetham* to the Secretary, Board of Trade.

King's Lynn, 11 June 1863.

Sir,

THE master of a vessel holding a certificate to enable him to pilot his own vessel within the limits of this port, desiring to obtain the services of a pilot to take charge of his vessel within the above limits, hoisted a jack for that purpose, and the pilot refused to go on board in consequence of the master holding such certificate.

I shall feel much obliged by your informing me whether under the above circumstances the pilot was right in refusing to go on board.

I am, &c.
(signed) *J. O. Smetham,*
Clerk to Pilot Commissioners.

The Secretary, Board of Trade.

No. 43.

(No. 7032.)

The Secretary, Board of Trade, to Mr. *J. O. Smetham.*

Board of Trade, Whitehall,
13 June 1863.

Sir,

I AM directed by the Lords of the Committee of Privy Council for Trade to acknowledge the receipt of your letter of the 11th instant, asking whether a pilot is justified in refusing his services in the case of a vessel the master of which holds a certificate enabling him to pilot his own vessel, I am to acquaint you in reply, for the information of the Commissioners of Pilotage at King's Lynn, that my Lords are not aware that the usual liability of a pilot to take charge of any vessel which requires his services is limited or removed in a case such as that to which you refer in your letter.

I am, &c.
(signed) *T. H. Farrer.*

J. O. Smetham, Esq.,
Clerk to Pilot Commissioners, King's Lynn.

No. 44.

(No. 8339.)

Messrs. *Sloan & Co.* to the Secretary, Board of Trade.

Glasgow, 10 July 1863.

Dear Sir,

IN consequence of there being no Pilot Board at Swansea, we beg most respectfully to request you will grant a pilot's license for Swansea to William Fry (whose certificate of competency is No. 100,329), master of our screw steamer "Oscar," official No. 598.

Mr. Fry has been in our Glasgow and Bristol Channel trade since 1847, and during the last five years has called regularly at Swansea once, and sometimes twice, a fortnight; he is a most careful, attentive, steady man, and one in whom we have every confidence; he is already licensed for the Bristol Channel and Port of Bristol.

Regretting the trouble we thus give you, and waiting your early reply,

We are, &c.
(signed) *William Sloan & Co.*

The Secretary, Board of Trade.

No. 45.

(No. 8339.)

The Secretary, Board of Trade, to Messrs. *Sloan & Co.*

Board of Trade, Whitehall,
13 July 1863.

Gentlemen,

I AM directed by the Lords of the Committee of Privy Council for Trade to acknowledge the receipt of your letter of the 10th instant, applying for a pilotage certificate for Swansea to be granted to William Fry, and I am to acquaint you that you appear to be in error in supposing that there is no Pilotage Board at Swansea, as the Harbour Trustees are the local pilotage authority to whom it would seem that your application should be addressed.

I am, &c.
(signed) *T. H. Farrer.*

Messrs. W. Sloan & Co., Glasgow.

No. 46.

(No. 8529.)

Messrs. *Sloan & Co.* to the Secretary, Board of Trade.

Dear Sir, Glasgow, 14 July 1863.

We have your favour of yesterday. There is virtually no Pilotage Board at Swansea. According to the "Swansea Harbour Act, 1854," cap. 1, the powers are vested in the Harbour Master, but, unfortunately, the present Harbour Master is not competent to examine candidates, from the fact of his not being a nautical man; the duties of examining could be discharged by his deputy, but from the fact of him being an extensive owner in the pilot boats, renders it necessary to have as few masters of steamers licensed as he can. The gentleman who was Harbour Master about three years ago did examine and license masters, and since then we are informed you have done it. Mr. Fry has made frequent applications to be examined or to have a license, but refused both; and as he is licensed as a Bristol Channel and for the Port of Bristol pilot, he, about three weeks ago, told the Harbour Master at Swansea that as he would neither examine nor license him, he would come in the next voyage without a pilot, which he accordingly did. He then again, in the presence of our agent, asked the Harbour Master either to examine or license him, but was coolly told that he could do neither, whereupon Mr. Fry said he would go out without a pilot. The Harbour Master ordered a pilot to attend and go out with the ship under pain of his license being taken from him. Mr. Fry objected to this, but withal the pilot came on board but did not get charge of the ship. We are now informed that there is a summons out against Mr. Fry for the amount of the pilotage. Thus you see things are not as they ought to be, and we consider it very hard to be compelled to take a pilot when it is in your power to grant a license to our master to act as one, and especially when he is thoroughly competent for the duties.

Trusting you will investigate matters, and grant license to Mr. Fry,

We are, &c.

The Secretary, Board of Trade. (signed) *William Sloan & Co.*

No. 47.

(No. 8529.)

The Secretary, Board of Trade, to the Clerk to the Harbour Trustees, Swansea.

Board of Trade, Whitehall,

Sir, 20 July 1863.

I am directed by the Lords of the Committee of Privy Council for Trade to acquaint you that my Lords have received a letter from Messrs. William Sloan & Co., owners of the screw steamer "Oscar," complaining that Mr. William Fry, master of that vessel, has on several occasions applied to the pilotage authorities at Swansea, to be examined for a pilotage license, and that they have always refused to examine him.

I am to refer you to the 340th and following sections of the Merchant Shipping Act, 1854, and to request that my Lords may be informed whether the facts are as stated above; and if so, that the harbour trustees will state their reasons for refusing to examine Mr. Fry.

I am, &c.

(signed) *James Booth.*

The Clerk to the Harbour Trustees, Swansea.

No. 48.

(No. 9099.)

The Clerk to the Harbour Trustees, Swansea, to the Secretary, Board of Trade.

SWANSEA HARBOUR TRUST.

Sir, Harbour Offices, Swansea, 30 July 1863.

I HAVE the honour to acknowledge your letter of the 20th instant, relative to the application of Mr. William Fry, master of the screw steamer "Oscar," to be examined for a pilotage certificate, and am directed to acquaint you, for the information of the Lords of the Committee of Privy Council for Trade, that the application of Mr. Fry was received on the 8th of June last, and duly brought under the consideration of the trustees, at their first subsequent meeting.

The present Superintendent and Harbour Master had, previously to the receipt of Mr. Fry's application, recommended the appointment of a Board of Examiners to assist him in the examination of persons applying for pilotage licenses and certificates; and it is the intention of the trustees to make the necessary appointment at their next meeting, after which an early day will be appointed for Mr. Fry's examination.

I have, &c.

The Secretary, Board of Trade. (signed) *Lewis Thomas*, Clerk.

No. 49.

(No. 9099.)

Mr. *Fane* to Messrs. *Sloan & Co.*

Board of Trade, Whitehall,

Gentlemen, 3 August 1863.

WITH reference to previous correspondence relating to the granting of a pilotage certificate to Mr. W. Fry, I am directed by the Lords of the Committee of Privy Council for Trade to acquaint you that, from a letter which my Lords have received from the Clerk to the Swansea Harbour Trustees, it appears that "the present Superintendent and Harbour Master had, previously to the receipt of Mr. Fry's application, recommended the appointment of a Board of Examiners to assist him in the examination of persons applying for pilotage licenses and certificates; and it is the intention of the trustees to make the necessary appointment at their next meeting, after which an early day will be appointed for Mr. Fry's examination."

I am, &c.

Messrs. Sloan & Co., Glasgow. (signed) *W. D. Fane.*

No. 50.

(No. 8198.)

The Secretary, Board of Trade, to the Secretary to Mersey Docks and Harbour Board.

Board of Trade, Whitehall,

Sir, 21 July 1862.

I AM directed by the Lords of the Committee of Privy Council for Trade to enclose copy of a letter which my Lords have received from Mr. Alexander Neill, complaining of the insertion in a pilotage certificate granted him by the Mersey

Mersey Docks and Harbour Board of the words "So long as said steamer 'Helena' shall remain in the same trade;" and I am to request that my Lords may be favoured with any observations thereon which the Mersey Docks and Harbour Board may desire to offer.

I am, &c.
(signed) *T. H. Farrer.*

The Secretary,
Mersey Docks and Harbour Board,
Liverpool.

Enclosure in No. 50.

Dear Sir, Liverpool, 19 July 1862.

I HAVE passed an examination to pilot the ships which I am mate of in and out of the Port of Liverpool, and have received a pilot license to do so, but I object to words indorsed on the certificate, which are, "So long as the said steamer 'Helena' shall remain in the same trade," which I believe to be not according to sec. 340, Merchant Shipping Act.

I humbly apply to you for advice on this matter, I having applied to the Secretary of the Mersey Board, and he would not alter the words which I object to in the license. I also enclose you my license, so you may see the words which I complain of on the license.

I humbly beg the license to be returned to me as soon as convenient, with instructions how to act under the circumstances.

Yours, &c.
(signed) *Alexander Neill,*
15, Leycester-street, Great Horner-street,
Liverpool.

The Secretary,
Board of Trade, London.

No. 51.

(No. 9052.)

The Secretary to the Mersey Docks and Harbour Board to the Secretary, Board of Trade.

Sir, Liverpool, 12 August 1862.

WITH reference to your letter of the 21st ultimo, I have the honour, by direction of the Mersey Docks and Harbour Board, to forward you the accompanying copy of the report made by the Pilots Examination Committee on the subject of the wording of the certificate granted by the Board to Mr. Alexander Neill, pilot.

I have, &c.
(signed) *John Harrison.*

The Secretary, Board of Trade,
Whitehall, London.

Enclosure in No. 51.

THE Examination Committee report that the certificate granted to Mr. Alexander Neill is similar to those granted to other masters or mates. The words objected to signify that he is licensed to pilot the steam ship "Helena," so long as that vessel shall remain in the coasting trade; the power taken by the Board being limited to coasting certificates only.

No. 52.

(No. 9052.)

The Secretary, Board of Trade, to the Secretary to the Mersey Docks and Harbour Board.

Board of Trade, Whitehall,
18 August 1862.

Sir

I AM directed by the Lords of the Committee of Privy Council for Trade to acknowledge the receipt of your letter of the 12th instant, transmitting copy of the report made by the Pilots Examination Committee on the subject of the wording of the certificate granted by the Mersey Docks and Harbour Board to Mr. Alexander Neill, pilot; and I am to request you will move the Board to inform their Lordships, with reference to the statement contained in the report, that the power taken by the Board is limited to coasting certificates only, how the power of granting pilotage certificates to masters and mates of specific vessels, contained in the 340th section of the Merchant Shipping Act, 1854, has, in the case of the Mersey Docks and Harbour Board, become limited to the coasting trade; and what is the reason of such limitation.

I am, &c.
(signed) *James Booth.*

The Secretary,
Mersey Docks and Harbour Board,
Liverpool.

(No. 9945.) No. 53.

Mr. *John North* to the Secretary, Board of Trade.

Mersey Docks and Harbour Board,
Solicitor's Department,
Liverpool, 8 September 1862.

Sir,

YOUR letter of the 18th ultimo to the Secretary of this Board, referring to the wording of a certificate granted by their pilots examination committee to Mr. Alexander Neill, and requesting to be informed how the power of granting such certificates to masters and mates of specific vessels, under the 340th section of the Merchant Shipping Act, 1854, has, in the case of this Board, become limited to the coasting trade, and what is the reason of such limitation, has now been fully considered by that committee, and they have instructed me to reply to your inquiries.

You will remember that in the year 1859,* there was a lengthened correspondence between the Board of Trade and this Board on the subject of the latter issuing pilotage certificates to the masters and mates of coasting steamers, and that the pilotage committee ventured to express, at some length, the reasons for which they were reluctant to adopt that step. Ultimately, however, and almost wholly in deference to views expressed strongly by the Board of Trade, the committee waived their objection, and have since continued to examine for, and grant such certificates. Of the change so adopted, and so limited to coasting steamers, I may also mention that the Board of Trade expressed their approval by your letter of 28th October 1859.

Subsequently, the committee extended the same privilege of pilotage to the masters and mates of sailing vessels in the coasting trade, considering that if it were granted to one class of coasters, it could not be justly withholden from the other; but in thus acting, they expressly reserved their own original opinion of its inexpediency in both instances.

From what I have now said, you will anticipate a portion of my answer to your inquiry, why this Board have confined their special certificates of pilotage to the coasting trade. They did so, partly because they have never (until now) been asked, but, principally, because they cannot believe it to be prudent to extend that system further. Nay, more, they have always been under the impression (though how derived I am unable to say) that the Board of Trade would shrink, as much as the committee do, from the responsibility of constituting

* *See* Parliamentary Paper, No. 455, Session 1862, page 90, &c.

ing masters and mates in the general trade pilots of their respective ships in such a navigation as that of Liverpool Bay. For, in the opinion of the committee, there is no analogy between the two cases now referred to. The masters and mates of coasting vessels spend their lives in acquiring the experience and knowledge of pilots; they belong to a class who are all known; their duties and services are purely local, and render them, to some extent, amenable to supervision by the Board, But the reverse of all this applies to the masters and mates in the general trade, especially on long voyages; for over them the local pilotage authority would, practically, have no jurisdiction whatever; and whatever might be the knowledge which such a master or mate might at one time possess, it is obvious that it would be rapidly impaired by disuse. The most important changes in this navigation frequently occur within the time spent on a foreign voyage, while even in the absence of any such extraordinary occurrence, it is certain that nothing less than continuous experience, and the most careful and unceasing watchfulness, are necessary to keep up the efficiency of a Liverpool pilot. Even a man's moral character (scrupulously cared for here) might so deteriorate on a long voyage as wholly to disqualify him for the office of a trustworthy pilot, on his return to Liverpool. Again, ships on foreign voyages are quite uncertain as to their ports of destination in this country, so that very long absences from Liverpool might intervene, and in no case could any local Pilotage Board exercise the slightest authority over persons on board such vessels, nor acquire any available knowledge of their conduct. If, indeed, so wide a system of licensing could be contemplated, it is manifest that it could only be attempted by some central body, with the authority and responsibility of Government.

And there is yet this further and paramount consideration. Any such general system of licensing pilots in the foreign trade would be totally inconsistent with the further maintenance of any local Pilotage Board. The two systems could not exist together.

I am, &c.

The Secretary, Board of Trade. (signed) *John North.*

No. 54.

(No. 9945.)

The Secretary, Board of Trade, to the Secretary to the Mersey Docks and Harbour Board.

Board of Trade, Whitehall,

Sir, 16 October 1862

I AM directed by the Lords of the Committee of Privy Council for Trade to acknowledge the receipt of your letter of the 8th ultimo, stating in reply to this Board's letter of the 18th August last, the reasons which have influenced the Mersey Docks and Harbour Board in limiting the grant of masters' and mates' pilotage licenses under the 340th section of the Merchant Shipping Act, 1854, to persons employed in the coasting trade.

The views which this Board entertain concerning the intention of the Act of Parliament have been so fully stated in former correspondence, that it seems scarcely necessary to repeat them now. But in order that there may be no misapprehension, my Lords direct me to request you to bring the following observations to the notice of the Mersey Board.

1. The enactment referred to in providing that the master or mate of any ship has a right to be examined, and, if found competent, to obtain a license enabling him to act as pilot of the ship or ships specified in the license, contains no distinction depending on the class of the vessel or the nature of the voyage in which she may be engaged. If he is found competent to pilot a vessel, he ought, as my Lords read the statute, to be empowered to pilot her into and out of the port for which he is examined, whatever be the place to or from which the vessel may be bound.

The Mersey Board appear to consider that as regards pilotage into or out of the Mersey, a master may be competent to pilot his vessel on a coasting voyage, and not competent to do so on a foreign voyage, and for this they allege as their

reason, the fact that during prolonged absence the channels of the Mersey may undergo alteration.

Upon this, my Lords desire me to observe:

1. That the objections arising from possible changes in the navigation apply less to short foreign voyages, *e. g.*, voyages to France, than to some coasting voyages, and that the distinction adopted by the Mersey Board would therefore, without any reason whatever, deprive of the advantages contemplated by the statute a large, important, and increasing class of traders.

2. That in consequence of the great care with which the Mersey Board provide for the seamarks of the Mersey, changes are from time to time made in the leading lights, beacons, and buoys of the Mersey, which sufficiently indicate any changes that may occur in the channels.

3. That the Act provides that a pilotage certificate granted to a master or mate shall not be in force for more than one year. Consequently no master or mate who is absent for more than 12 months can pilot his own ship without having his license renewed. In order to do this, he must appear before the pilotage authority, who may then, if they have proper and sufficient reasons, refuse to renew the license.

Under all these circumstances, my Lords cannot see that there is any ground for presuming that a master or mate who is found competent to pilot a vessel in the coasting trade, is not also competent to pilot her in the foreign trade.

In conclusion, I am to point out, as the Board of Trade have pointed out before, that the grant of a pilotage certificate does not constitute the master or mate a pilot, much less does it render the Pilotage Board responsible for his character or conduct. The object and effect of the Act is simply to relieve the employer from the exceptional obligation of employing and paying for the services of a pilot, who is not his own servant, in cases where his own servant is capable of performing the duty, and when he, who is the best judge of his own interests, thinks such a course desirable.

Under these circumstances, my Lords trust that the Mersey Board will reconsider their decision, and thus preclude the possibility of any exercise by the Board of Trade of the powers committed to them by the Act.

I am, &c.
(signed) *James Booth.*

The Secretary,
Mersey Docks and Harbour Board,
Liverpool.

No. 55.

Extract from the "Daily Post," Friday, 9 January 1863.

Pilotage Committee.—Examinations of Masters and Mates.

The proceedings of the pilotage committee stated the re-election of Mr. Shand as chairman, and comprised a report upon the letter from the Board of Trade, of the 16th of October 1862, urging the Mersey Docks and Harbour Board to undertake the examination of masters and mates for pilotage certificates, either in the foreign or coasting trade; which report had passed the committee, Mr. Fernie and Mr. Boult dissenting. It was of great length, and set forth the grounds upon which the committee requested the Board of Trade to reconsider their views.

Mr. Shand moved the confirmation of the proceedings, inclusive of the report, and said that if a letter were written by the solicitor in conformity therewith, it might have some influence on the Board of Trade. The committee did not positively refuse to carry out the request of the letter. Mr. Boult and Mr. Fernie had objected to the report, the latter grounding his objection on the principle of doing away with a monopoly. The pilotage service he believed to be one of those things where a monopoly was almost necessary, and if they put the pilotage on an uncertainty of duty they would introduce lax habits and negligence in the performance of those duties. It would never do to say that the men should reside

side upon their stations winter and summer, and only be brought into action in bad wintry weather, when masters could not bring in their vessels through the dangers that presented themselves at that period of the year. It would be better that any master might have a pilot at his pleasure to bring his vessel into port. The committee would be prepared to take any other proceedings which the Board might instruct them to adopt. The report had been read to the Board, and he trusted they would allow an answer to the letter to be sent to the Board of Trade in conformity therewith.

Mr. Forwood seconded the motion.

At the request of Mr. Fernie, Mr. Harrison, the secretary, read the letter from the Board of Trade, dated 16th October last.

Mr. Fernie believed his own views would most probably be carried out by permitting this answer to be forwarded without any remark. He would rather that the change proposed were carried out gradually, and he thought the views of the Board of Trade were correct. He maintained that the pilots would of themselves see that there was some degree of competition existing; and this would nerve them to improve their system; that they would ultimately show that they could meet any competition; and that, though the system were thrown open, they would always find employment. He conceived that the letter which had been read from the Board of Trade stated the case so completely that it required nothing from him or anyone else to explain it; but he would state the circumstance calling for it. Some years ago a law was passed by which masters and mates were exempt from employing pilots to bring their vessels into port, provided they had obtained certificates that they were themselves competent to do so. The pilotage committee had declined to examine for such certificates the masters and mates of foreign-going ships, but limited themselves to the coasting trade. This was the first occasion on which the question had come reasonably and fairly before them, and it had arisen in this way: A person named Neill, from Dublin, or somewhere else in Ireland, came to Liverpool from Cardiff, went to France or to a Mediterranean port, and returned to Liverpool with the same vessel and the same draught—everything the same except that he had been on a sort of foreign voyage, a sort of half foreign trade, which had sprung up, and which the Board of Trade said was likely to increase. He had received his license to pilot that vessel, but the committee limited it to the coasting trade; yet he was certainly able to navigate the ship, whether going coasting or foreign, with the same draught, within a reasonable time. It seemed reasonable, then, that if this Board were to say to the Board of Trade that they would only license him on going to home ports and not to Havre, it was a distinction to which the public would not agree. The voyage to which he had alluded was made in less time than was required for many a coasting voyage. He felt that the Board would have met the case better for the pilots themselves if they had reported in favour of a yearly examination, as a master, after going on a long voyage for 12 months, came back and found the entrance to the port altered to some extent. The Board of Trade would be very glad to modify to some extent, and for some time at all events, their proposition, and to receive a proposition from this Board that certificates for foreign-going masters and mates should be limited to short periods, say two or three months, as might be agreed upon; and it would be much more favourable to the pilots than to compel the Board of Trade to bring here a Board of examiners, which would pass any officers much more easily than the examiners appointed by the members of this Board themselves. He trusted that the Board would request the pilotage committee to reconsider this question, in order that a reply of a different character to this might be drawn up. He moved the adoption of the pilotage committee's proceedings, with the exception of the report in reply to the letter of the Board of Trade; and that the letter be referred back to the committee for further consideration.

Mr. Boult, as one of the parties who had objected to the report, thought it right to state the grounds on which he did so. As a rule, he was not very fond of the Board of Trade, and he had not had occasion to speak much in favour of what it had done for the trade or port of Liverpool; but, in this case, he thought they were very right, and he had never heard or read a more complete answer to a lame case than that which the Board of Trade sent this Board in reply to their former letter. With respect to the question at issue, he believed that gentlemen had magnified it very much beyond its real importance. The number of licenses now issued to coasting masters was ten, and one of these had since given up his

license; it did not appear, therefore, that much advantage was taken of this privilege by coasters; and there could not be much benefit by extending it to foreign-going masters. It was wrong for the Board to set themselves up and to take an attitude against an Act of Parliament. Parliament had made it the law of the land that these licenses should be given to any man who chose to ask for them and proved his qualification. If this Board did not do so the Board of Trade would grant the licenses themselves, and give no compensation. When the weather was fine the pilots were not called upon to attend to these particular ships; but on the fourth voyage, when there were danger and difficulty to be overcome, the pilots were called upon to serve. This Board would act wisely if it sent to the Board of Trade such a statement as, that the pilots, having ability, acquired by constant oversight and the sacrifice of considerable time, labour, and capital, and having a strong vested interest, it would be wrong to take from them that vested interest; and, therefore, that every vessel carrying a licensed mate or master, and calling for the services of a pilot, should pay at least double pilotage; and that as respects salvage rendered by pilots, the amount should not be fixed by a jury, or by an Admiralty Court, by which it was kept down to a very moderate amount, in the case of any vessel carrying a licensed mate or master, but that the pilots should take their share of salvage as if the services had been rendered by a steamer or any independent party. This would be fair ground for this Board to take towards the pilots under their government; but he did not like to make any objection to an Act of Parliament of six or seven years' standing. He seconded Mr. Fernie's motion.

Mr. C. Turner, M.P., said it would be better that his reply should be referred back, and the Pilotage Committee to have an interview with the Board of Trade on the subject. He would move this amendment.

Mr. Arnold agreed very much with Mr. Turner, and gathered that the committee were desirous of getting into collision with the Board of Trade for an idea. It would be very unseemly if they were to set out upon such slender grounds, and get into antagonism with the Board of Trade. He should certainly support the proposition for referring the report back for reconsideration.

The chairman would rather there had been no enactment of the nature of that which now existed; but it did exist, and the arguments used by Mr. Fernie and Mr. Boult were so strong that they should not resist carrying the recommendation of the Board of Trade into effect. It must be carried into effect either by themselves or the Board of Trade; and if they did not do it, it would be forced upon them. He agreed that the report should be sent back to the Pilotage Committee for their reconsideration.

Mr. C. Turner, M.P., added a suggestion that they should appoint a deputation to visit the Board of Trade on the subject.

Mr. Brocklebank considered it very desirable that they should have an interview with the Board of Trade on the matter. In the coasting trade masters and mates had only used the privilege to a small extent, and he believed it would be much more limited in the foreign service.

Mr. Forwood thought that the question was not yet sufficiently ripe for the Pilotage Committee to have an interview with the Board of Trade. He supported the motion that the subject be referred back to the Pilotage Committee for reconsideration, but that it should again come before the Board previously to a deputation to the Board of Trade, to see whether the committee agreed with the Board of Trade.

Mr. Shand, in his reply, said the Pilotage Committee did not wish to oppose an Act of Parliament, but thought that unjust consequences would attend the adoption of the Board of Trade's recommendation; yet as it seemed to be the general opinion that it was not desirable to forward the memorandum agreed to by the committee to the Board of Trade, the committee would assent to anything upon which the Board might decide.

Mr. Bushell could quite understand a foreign voyage of only a month or six weeks, and a voyage to China, which might unfit a master for the pilotage and the insurance of and safety and security of his ship on entering the port. On the other hand, in the interview with the Board of Trade, the committee would make such suggestions as would secure the pilots from loss, and he believed they would meet with the consideration of the Board. But he was sure that the Board of Trade had made up its mind; and if this Board opposed it, the Board of Trade would take the matter into its own hands.

The

The Chairman said that after the remarks which had been made, he entertained no doubt that the report would be considerably modified.

Mr. Arnold rather liked Mr. Turner's suggestion for an interview with the Board of Trade.

The Chairman replied this would be for the consideration of the Pilotage Committee.

Mr. C. Turner, M.P., asked whether they had liberty to do that without again coming before this Board.

The Chairman thought not, but that the subject had better first come again before this Board.

The report was accordingly referred back to the reconsideration of the Pilotage Committee.

No. 56.

(No. 1878.)

Mr. *H. Bremner* to the Secretary, Board of Trade.

Sir, Liverpool, 7 Feb. 1863.

ACCOMPANYING is a Memorial from the pilots of Liverpool to the Board of Trade.

You will be pleased to bring the same before my Lords at the earliest opportunity.

I remain, &c.
(signed) *Henry Bremner.*

The Secretary, Board of Trade.

Enclosure in No. 56

To the Right Honourable the Lords of the Committee of the Privy Council for Trade.

The Humble Memorial of the Pilots of the Port of Liverpool,

Showeth,

THAT your Memorialists have had brought under their consideration the correspondence which has taken place between your Lordships and the Mersey Docks and Harbour Board on the subject of granting pilotage certificates to the masters and mates of vessels engaged in the foreign trade; and the Pilotage Committee of that Board has granted its sanction to the pilots memorialising your Lordships on the subject.

The pilots feel that it would not be becoming in them to address any observations to your Lordships on the policy of the proposed course; that duty must be left in the hands of the Mersey Board, the shipowners, and the underwriters. They, therefore, beg most respectfully to submit to your Lordships some considerations of the effect which would be produced upon the pilots by the adoption of such a system, and the injustice which would be inflicted upon them if such a course be adopted without, at the same time, making some change in the remuneration payable to them, together with some amelioration in the restrictions upon, and some relief from the liabilities and the penal obligations the pilots labour under in the present state of the law.

The pilotage establishment of Liverpool has been for nearly a century regulated by Acts of Parliament, the last being "The Mersey Docks Consolidation Act, 1858," and is under the direction and control of gentlemen who, being resident merchants and shipowners, are peculiarly qualified to regulate and conduct such an establishment.

That no one can be licensed as a pilot of the Port of Liverpool until he shall have been three years at sea in a square rigged vessel, and served seven years in a pilot boat (or if he have not been at sea, then a service of eight years in a pilot boat), and during that time he is subjected to three severe and rigorous examinations before he can obtain a first-class license.

That to enable him to pass such examinations he must be perfectly acquainted with the whole area of the pilot ground of the Port (which extends from Liverpool to near Holyhead westward, and northward to the Harbour of Whitehaven, including Morecambe Bay), and all the ports of the Isle of Man. He must also be able to give a perfect verbal account of the harbours, docks, and piers of Liverpool, Beaumaris, Chester Water, and Pile of Foudre; the

the course and distance from any one place to another; the flowing and setting of the tides; depth of water, and proper places for anchorage; the sand banks, rocks, and shoals, landmarks, buoys, perches, and lights.

That the pilots are obliged to go out and continue at sea by day and night during all seasons, and in the most tempestuous weather, and would be subjected to heavy penalties if they should refuse; and, being placed under a most vigilant superintendence, if found failing in duty, or guilty of any improper conduct, the pilotage authorities can withdraw their licenses, and they would not then be permitted even to retain their shares in a pilot boat.

The pilot service of Liverpool is worked by 12 vessels; the whole cost of their construction and keeping them sound and in repair are borne by the pilots themselves. All these vessels have been renewed within the last 12 years, and at a cost of upwards of 28,000 *l.*; in addition, the sums invested by the pilots in purchasing their shares in these boats have been nearly 100,000 *l.* To carry out such service, there are engaged 24 masters, 252 journeymen, and 45 apprentices.

A pilot is not permitted to engage in any other business or service, and his savings are thus almost wholly invested in the boats, and when he leaves the service or dies, any shares which he may hold or die possessed of must be disposed of to other pilots within 12 months of such retirement or decease. By the 159th section of the Mersey Docks Consolidation Act, the pilots are prevented from entering into any agreement for compensation for rendering assistance to vessels in distress, and by the 163d section they are absolutely precluded from claiming salvage either directly or indirectly without the consent of the Board.

Such are the qualifications required, and the duties, responsibilities, and restrictions, thrown upon the pilots by the Acts of Parliament and the bye-laws made in pursuance thereof.

In return for such, the Legislature has, by repeated Acts, solemnly guaranteed to the pilots certain remunerations and privileges, the rates having been fixed on the principle that, as they have to provide the whole cost of the service, and as they are obliged to be out at sea at all times and in all seasons by day and night to offer their services and perform their duties to all vessels coming into and going out of the port, so all such vessels (excepting coasters, and those under 100 tons), should be liable to pay the pilotage rates.

That 2 per cent. of the gross earnings of the pilots is by law set apart for the support of old and infirm pilots, and the widows and children of deceased pilots. On this fund there were last year 21 men, 52 widows, and 53 children, who received amongst them 1,566 *l.* 10 *s.*

Your memorialists now proceed to show to your Lordships the gradual reductions which have taken place in their receipts and incomes for a series of years. In 1854, a very great reduction was voluntarily made by the pilots in the rates paid by coasting steamers to the extent of about 4,000 *l.* per annum, which reduction was confirmed by an order of Her Majesty in Council on the 30th day of January in that year.

By "The Harbours and Passing Tolls, &c., Act, 1861," the differential due payable by the unprivileged foreigner was abolished on 1st day of January 1862, whereby the pilots were then deprived of about 500 *l.* per annum, and the sum paid out of the Consolidated Fund is now fixed, but will only be payable until the 31st day of December 1871, when the gross receipts of the pilotage will be still further decreased by the sum of 9,030 *l.* per annum.

That during the last 10 years the number of persons licensed in the pilot service of Liverpool has been greatly increased, namely, from 221 in 1853 to 276 in 1862, in order to meet the annually increasing trade of the port; and though the gross receipts of pilotage have increased, yet the result has been that the income of each pilot is less, the average earnings of the pilots being only about 190 *l.* per annum, which, it is respectfully submitted, cannot be considered too large, regard being had to the dangers they encounter and the severe and arduous lives they lead, which are not equalled in any port of the world, the proof being that very few of them are able to follow active duty after the age of 50, and from actual statistics it is found that their average duration of life is only about 40 years.

That if the proposed change be sanctioned and carried into operation, and the masters and mates of vessels engaged in the foreign trade receive pilotage certificates (which a gentleman of very high authority in Liverpool affirms would be applied for by all those in the continental and Mediterranean trades, the pilotage of which vessels it is calculated produces about 10,000 *l.* per annum), the earnings of the pilots would obviously be diminished to a very large and fearful extent, yet that the establishment would be required to be maintained in its present expenditure and efficiency; there could be no curtailment of its stations; there could be no diminution in the number either of boats or men, because the services of the pilots could still be required by law by those who had obtained certificates, and they would, no doubt, be called upon in all cases of danger, and in such cases only when the responsibility would be increased, and a necessity existed for the utmost skill and experience.

That if such a change be made, and the results should be as above stated, and no corresponding alteration made in the remuneration and dues of the pilots, they would be utterly unable to keep up the establishment in its present efficiency; it would become impossible for the pilots any longer to continue the payments now made to the annuity fund; the present annuitants would be deprived of their small pensions, and your memorialists would also be deprived of their prospective right to those pensions which some of them have contributed towards for many years.

That

That the pilots have invested their hard-earned savings to the extent, as before mentioned, of nearly 100,000*l.*, at prices fixed by the Committee, in the purchase of shares in the boats, a security created by the Legislature, and guaranteed by several statutes. These shares (which have never been the subject of speculation, having rarely fluctuated during the last 20 years), will, if this measure be carried out, necessarily become greatly depreciated.

That the pilots of Liverpool refer with confidence to that passage in the Report of the Committee of the House of Commons, appointed, in 1860, "to inquire into the state of Merchant Shipping," wherein it is stated that "the establishment of pilots at Liverpool is evidently conducted in a satisfactory manner," and it was admitted in the discussions which took place last Session at the interviews which the deputations had with the Right honourable the President at the Board of Trade, that there had not been any complaints from Liverpool against either the efficiency of the establishment or the amount of the rates.

That it was fully admitted in the discussions which took place in Parliament in the year 1861 on the Harbours Act, and in 1862 on the Merchant Shipping Amendment Act, that in any change which was to be made in the rights of pilots guaranteed by the Legislature, that they were entitled to compensation, and this was actually granted to them by the former Act, and due provision was made for granting it in the latter Act in case any such change were effected, for after reciting that it was expedient for further amending the law concerning pilotage, it proceeds to state, "and that in so doing means should be afforded for paying due regard to existing interests and to the circumstances of particular cases."

That your memorialists lastly urge most respectfully upon your Lordships that the proposed change sought to be effected by the granting of pilotage certificates to the masters and mates of vessels engaged in the foreign trade is exactly analogous to the powers contemplated in the eighth paragraph of the 39th section of the Merchant Shipping Amendment Act, 1862, namely, "to give facilities for enabling duly qualified persons, after proper examination as to their qualifications, to obtain licenses as pilots," and thereby entitles the pilots to the compensation clearly provided for in the recital of that section above quoted.

Your memorialists therefore most humbly pray that your Lordships will not seek to enforce the granting of the pilotage certificates before referred to, without, at the same time, paying that due regard to the existing vested rights and interests of your memorialists, which the Legislature contemplated should be done, and the circumstances of their particular case require.

And your memorialists will ever pray, &c.

(signed) *John Shepherd*,
On behalf of himself and the other
pilots of the Port of Liverpool.

7th day of February 1863.

No. 57.

(No. 1878.)

The Secretary, Board of Trade, to Mr. *H. Bremner*.

Board of Trade, Whitehall,
13 February 1863.

Sir,

I AM directed by the Lords of the Committee of Privy Council for Trade to acknowledge the receipt of your letter of the 7th instant, transmitting a memorial signed by Mr. John Shepherd on behalf of himself and the other pilots of Liverpool, praying that in granting pilotage certificates to masters and mates engaged in the foreign trade their Lordships will give due regard to the rights and interests of the memorialists.

In reply, I am to acquaint you, for the information of the memorialists, that the views of their Lordships were fully expressed to the deputation who were received at this office on the 11th instant, and who will doubtless convey those views to the memorialists.

My Lords desire me at the same time to state to the memorialists that it appears to them to be wholly impossible for them to decline to exercise the functions which Parliament has committed to them.

I am, &c.
(signed) *T. H. Farrer.*

Henry Bremner, Esq., Liverpool.

No. 58.

Extract from "The Daily Post," Friday, 20th February 1863.

Pilotage Committee.

The proceedings of this committee included a report from the deputation appointed to wait upon the Board of Trade, with reference to the proposal to grant pilotage certificates to masters and mates of vessels in the foreign trade, stating that their arguments had entirely failed, as the Board of Trade felt it imperatively necessary to enforce obedience to an Act of Parliament which had been passed by the collective wisdom of the Legislature. The deputation left the Board of Trade, stating that on behalf of the pilotage committee they could not accept the responsibility, but would report to the Mersey Board, who would finally communicate with the Board of Trade.

Mr. Shand, in moving the confirmation of the proceedings, said he must confess that the deputation left the Board of Trade considerably humiliated in their feelings to find that the services of an establishment like that of the pilotage service of Liverpool were so meanly esteemed by the Board of Trade. He really thought if the deputation had been advocating the restoration of Old Sarum to the Parliamentary boroughs, or the re-enactment of the Sound dues or passing tolls, they could not have been more contemptuously refused. In the first instance the president said the matter did not rest with the Board of Trade to suspend the operation of an Act of Parliament passed by the wisdom of the Imperial Parliament, and after having heard the deputation told them that the remedy lay, not with the Board of Trade, but in an amendment of the Act. If the deputation had been bowed out there and then they might have come away with some sort of a feeling that the evils complained of would be remedied in a future Session; but from what Mr. Farrer and Captain Sulivan, the two junior Lords, said, the deputation found that there was very little chance of obtaining redress. They repudiated the idea of applicants for licenses being examined in regard to any other channels than the immediate entrances to the port. The Board of Trade almost seemed to laugh the deputation out of the idea of such a proposition. And then as to a licensed captain having power to bring his ship in in fair weather, but a power to call upon a pilot to bring in the ship in foul weather or in case of difficulty, one of their Lordships observed that it amounted to no more than a Member of Parliament coming to the House in a car on a wet night being obliged to ride there in a car on every night, wet or fair, because he had taken a car upon one occasion. That was the feeling that seemed to rule their mind. The car-stand illustration seemed so appropriate in their mind that it was more than once repeated. It was now for the Mersey Board to say whether they would undertake that which the Act of Parliament directed them to do, namely, to examine all parties who might present themselves for licenses for particular ships in the foreign trade. There was no compromising the measure, for the Act was a general measure; and Captain Sulivan, who was examined before the passing of the Bill of 1862, said he would not exempt a port like Liverpool from the exemption of the Act, and that voluntary pilotage should extend to every port in the kingdom. The Board of Trade would not hesitate in the slightest degree to carry out the measure themselves if the Dock Board refused to do so. For himself he (Mr. Shand) was not prepared to accept such a responsibility as that entailed under the Act of 1862, for he believed it would result in the introduction of great disorder into the pilotage service of the port.

Mr. Kendall seconded the motion.

The Chairman expressed his regret that the deputation should have gone to London, for he had felt that the Act having been passed it was useless to attempt any alteration except by Act of Parliament. He also felt that the duty would be carried out much better by the pilotage committee than by any other body, however great the hardship. He therefore hoped that the Board would not adopt the last recommendation in the pilotage committee's report. The communication should, for the interest of the port, the pilots, and the Board, be carried out by the pilotage committee, however repugnant it might be to their feelings.

Mr.

Mr. Fernie regretted the result of the deputation, but still felt confident that if a proposition were put to the Board of Trade for limiting the Act to captains and mates visiting the port once a year, the Board of Trade would not, in the face of the calm and deliberate opinion of this Board, go contrary to it. He presumed that this was also the chairman's opinion.

Mr. Kendall did not think they should take the course which Mr. Fernie proposed. They should do it out and out, or let it alone. If the Acts of 1854 and 1862 were exercised now it would be a great iniquity to the pilots of this port. He did not agree with the chairman of the committee that they were humiliated; but he was rather annoyed that there were people at the Board of Trade who could talk as they did—Mr. Milner Gibson did not seem to care anything about the subject, Mr. Farrer knew nothing, and the remarks of Mr. Sulivan were very injudicious.

The Chairman: I fear that the term "injudicious" may be used against ourselves.

Mr. Kendall said Mr. Sulivan drew a comparison between this port and the shipping of the Tyne, where a man and a boy got into a vessel, it went off, and the pilotage was over in half-an-hour. He now maintained that it would be very wrong indeed if a captain were to pass his examination and obtain a certificate to enable him to pilot his own vessel, and, on coming in off Point Lynas, it being a fine afternoon, he would not take a pilot; but in case of a fog or a gale coming on, he should hoist his flag for a pilot. It was an injustice to the pilots that they should be compelled to stop out there, and only be employed when the captains of ships liked. He trusted that the Board would treat this matter with a high hand.

Mr. Darbyshire said the law having been passed, he did not see how the Board could carry any opposition into execution. If they did not carry out the Act, the Board of Trade would send down examiners, who would be opposed to the committee. He did not see that it could be in better hands than those of the committee: if they opposed the Government, they would only damage the port; they ought to carry out the Act as it stood, and not hesitate to acquiesce in the request of the Board of Trade.

Mr. C. Bushell did not share the chairman's regret that the deputation went to London. This Board was composed of practical men, and it was quite right they should represent to the Board of Trade their opinion upon the subject; but since the Board of Trade declined to listen to their suggestions—and he regretted that Mr. Shand had expressed himself so strongly—perhaps, on reconsideration, Mr. Shand would put aside feeling, and perform the duty which the Board put upon him. The responsibility rested with the Board of Trade. It would not be well for this Board to resist lawful authority. Let them carry out the law, and after being in a position to show that the action of the law was prejudicial and unjust, then they could ask for its amendment at the hands of Parliament. This was the dignified course which the Board should take; this was the course which he hoped would be taken.

Mr. Boult said there was no other course open to them than to carry out the Act of Parliament. At the same time they did the pilots an injustice. If the deputation had been a gang of palace court lawyers, or other similar harpies, they would have met with a better reception (hear, hear). They had heard a great deal of this Board being mealy-mouthed; but he thought that the plain truth went furthest; and if they thought meanly of those in authority, let them say so, and let others be put in their place. If the captains and mates who visited the port seldom were not competent to bring their vessels in, the underwriters and owners had the remedy in their own hands—they could compel the captains to employ a pilot. It might be found that, after all, not so many as they apprehended would avail themselves of the privilege of obtaining certificates. The Board had the power to raise the rates; and although perhaps the foreign-going ships might be taxed, say 5*l.* a voyage more than at present, they must bear it; they must see that the income of the pilots was not reduced. The Board might have to carry this matter before another tribunal. It was the intention to apply for an alteration in the mode of levying the pilotage rates, and when that clause came before the Parliamentary Committee, it would be within their power to make some stipulations on behalf of the pilots—namely, that the vessels carrying unlicensed pilots should not be protected in salvage claims, and that pilots conveying the vessels of captains with pilotage certificates into the port should not

only be entitled to the ordinary pilotage, but to an extra payment. Let them carry the Act out fully; but when they had the opportunity let them have it mitigated as far as the pilots were concerned, and put the matter on a sound basis. He moved,—"That the Pilotage Committee be instructed to carry out the Act of Parliament, as required by the Board of Trade, without any further delay."

Mr. Tobin regretted that terms should have been applied to the Board of Trade by Mr. Boult and Mr. Kendall which were rather undignified and unworthy of the Board. It was true that they should not be mealy-mouthed; but they should take care that they were just, and not abusive; and it was wrong that such wide-sweeping condemnations should be expressed of men in authority. They had been told that the President of the Board of Trade did not care anything about the measures discussed, and that others knew nothing, simply because the Board of Trade thought proper to take a different view from this Board. They should bear in mind that the Act passed after full discussion and deliberation. And then Mr. Kendall said that a man like Mr. Farrer knew nothing of the subject he discussed. He always found Mr. Farrer a gentleman, and a most intelligent one; and he believed that Mr. Farrer was most thoroughly acquainted with the matter. The Legislature passed the Act, and it was the bounden duty of this Board to carry it out.

Mr. Brocklebank remarked that the Board had two courses open—either to license such men as applied to become pilots, or to throw the *onus* upon the Board of Trade. The latter would be undesirable; the Pilotage Committee should undertake the duty themselves (hear, hear); and if it were found disadvantageous to the commerce of the port they would have a good case on which to ask Parliament to be allowed to retrace their steps. He did not contemplate that it would have any very serious effect upon the incomes of the pilots; in steam vessels, possibly, officers might become qualified to bring their vessels in from short voyages; but as to certificates for masters of vessels going long voyages, he did not think that the pilots would experience any alteration. In the coasting trade here only about eleven certificates had been applied for. He agreed with Mr. Boult, that the new licensed pilots should not have the advantages which the ordinary pilots possessed.

The Chairman said that, perhaps, something like this would meet the case:—"The Chairman of the Pilotage Committee, seconded by Mr. Kendall, having moved that the proceedings of this committee, at their meeting, on the inst., including the report of their deputation to the Board of Trade on the subject of the requisition of that Board that the masters and mates in the foreign trade shall be licensed as pilots by this Board, be now confirmed; and, several members having expressed their opinion for and against accepting such requisition, it was moved by Mr. Boult, seconded by Mr. Darbyshire, that it be an instruction to the Pilotage Committee to carry out the said requisition."

The Board agreed to this course, Mr. Darbyshire seconding it, and Mr. Shand alone declining to vote; and, subject to such instructions, the proceedings of the Pilotage Committee were confirmed.

No. 59.

(No. 2894.)

The Chairman of the Mersey Docks and Harbour Board to the Secretary, Board of Trade.

Mersey Docks and Harbour Board,
Liverpool, 2 March 1863.

Sir,

With reference to the correspondence which has taken place between the Board of Trade and this Board, and ultimately to your letter of the 16th October last, on the subject of the requisition by the former, that masters and mates in the foreign trade shall be licensed as pilots by this Board, under the 340th section of the Merchant Shipping Act, 1854, I am instructed to inform you that this Board have resolved to carry out the said requisition.

I am, &c.
(signed) *Robert Rankin*,
Chairman.

The Secretary, Board of Trade.

No. 60.

(No. 11,946.)

Mr. *Walton* to the Secretary, Board of Trade.

31, Eden Quay, Dublin,
3 November 1862.

Sir,

My vessel, the schooner "William," of Yarmouth, on her voyage from Rouen to Dublin, put into Plymouth Sound through stress of weather; on leaving Plymouth a pilot came on board to take the vessel to sea; I refused his services, not considering that I was liable to pilotage, he remaining on board. I will thank you to inform me whether I am bound to pay this pilotage; it used not to be the case that a wind-bound vessel had to pay compulsory pilotage.

Yours, &c.
(signed) *James Walton*,
Schooner "William," of Yarmouth.

The Secretary, Board of Trade.

No. 61.

(No. 12,210.)

Mr. *Walton* to the Secretary, Board of Trade.

31, Eden Quay, Dublin,
8 November 1862.

Sir,

I wrote you on the 3d instant respecting the pilotage claim made on my vessel when wind-bound at Plymouth, and have not been favoured with a reply.

The pilot is now threatening legal proceedings against me, and as I only repudiate his claim on principle, I wish to have authority as to my liability before paying the demand.

Yours, &c.
(signed) *James Walton*,
Schooner "William," of Yarmouth.

The Secretary, Board of Trade.

No. 62.

(No. 11,946.)

The Secretary, Board of Trade, to Mr. *Walton*.

Board of Trade, Whitehall,
12 November 1862.

Sir,

I am directed by the Lords of the Committee of Privy Council for Trade to acknowledge the receipt of your letters of the 3d and 8th instant respectively, relating to certain pilotage claims made on your vessel when wind-bound at Plymouth.

In reply, I am to acquaint you that the Board of Trade have no power to put any authoritative construction on the recent Act of Parliament. But I am at the same time to call your attention to the explanation of the measure when introduced into the House of Commons, from which it would appear that the intention of the alteration made in the former Act was, that vessels putting into harbours from stress of weather, whether sailing or not, should be freed from compulsory pilotage.

I am, &c.
(signed) *T. H. Farrer.*

Mr. James Walton,
31, Eden Quay, Dublin.

No. 63.

(No. 13,476.)

Messrs *Bahr, Behrend & Co.* to the Secretary, Board of Trade.

Sir, Liverpool, 8 December 1863.

We hope that we are not too much out of order in asking for information on the following:—

It has frequently occurred that vessels consigned to us have put into Holyhead for shelter, on their way to or from Liverpool, entering generally without pilots.

On their leaving, pilots have offered their services and been refused by the captains, but we having been assured by parties claiming to be local authorities there, that the payment of pilotage was compulsory if a pilot had offered, have always paid.

An editorial remark in the "Shipping Gazette" of last Saturday (a paper generally well informed on such matters) would lead us to suppose that we have been misinformed, and if so, it would be desirable to have some statement by authority of what the law is.

Yours, &c.

The Secretary, Board of Trade. (signed) *Bahr, Behrend & Co.*

Enclosure in No. 63.

Extract from "Shipping and Mercantile Gazette" of Saturday, 6 December 1862.

Compulsory Pilotage.

To the Editor of the "Shipping and Mercantile Gazette."

Sir,

Are captains of vessels bound to or from any foreign port, to or from Liverpool, or some other port in the George's Channel, compelled to take a pilot; having put into Holyhead, New or Old Harbour, wind-bound, without loading or discharging?

I am, &c.

Holyhead, 28 November 1862. *A Resident.*

[The ship (neither loading nor discharging) is not bound to take a pilot into or out of harbour.]

Ed. *S. & M. G.*

No. 64.

(No. 13,476.)

The Secretary, Board of Trade, to Messrs. *Bahr, Behrend & Co.*

Board of Trade, Whitehall,

Sir, 12 December 1863.

I am directed by the Lords of the Commi tee of Privy Council for Trade to acknowledge the receipt of your letter of the 8th instant, on the subject of compulsory pilotage in the case of vessels putting into Holyhead for shelter.

In reply, I am to acquaint you that the Board of Trade have no power to put an authoritative construction on the Merchant Shipping Act Amendment Act, 1862, which relates, *inter alia*, to exemptions from compulsory pilotage. But I am at the same time to call your attention to the explanation of the measure when introduced into Parliament, from which it would appear that the intention of the alterations made in the former Act was that vessels putting into harbours from stress of weather, whether anchoring or not, should be freed from compulsory pilotage.

I am, &c.

Messrs. Bahr, Behrend & Co., (signed) *T. H. Farrer.*
Liverpool.

No. 65.

(No. 5283.)

Mr. *J. S. Smith* to the Lords of Privy Council for Trade, Marine Department.

Littlehampton, 27 April 1863.

HAVING three vessels belonging to the Port of Arundel, and the master of each being made a pilot, and on his certificate it states that he can pilot either ship, would your Lordships have the goodness to inform me if I have one of the masters taken ill and unable to proceed for the voyage, and I place another master in the vessel for the voyage who is not a licensed pilot, if I can place one of the other captains who is licensed for either of the ships, to take the vessel out of the harbour, or am I compelled to take one of the pilots of the port? The above information will greatly oblige,

Yours, &c.
(signed) *James A. Smith.*

No. 66.

(No. 5283.)

The Secretary, Board of Trade, to Mr. *J. S. Smith.*

Sir, Board of Trade, Whitehall, 30 April 1863.

I AM directed by the Lords of the Committee of Privy Council for Trade to acknowledge the receipt of your letter of the 27th instant, on the subject of pilotage, and to inform you that a master, though possessing a certificate, enabling him to act as pilot, cannot act as pilot so as to avoid compulsory pilotage, except for a vessel of which he is *bonâ fide* the master or mate.

I am, &c.
Mr. James Smith. (signed) *T. H. Farrer.*

No. 67.

(No. 14,344.)

Mr. *Stephens* to the Secretary, Board of Trade.

Sir, Cardiff, 29 December 1862.

I HAVE the honour to acknowledge the receipt of your letter, dated the 27th instant,* in answer to mine respecting the grievances of the Cardiff pilots.

* With reference to a proposed deputation of Pilots.

I have now the pleasure of enclosing a Memorial from the Cardiff pilots to the Right Honourable the President of the Board of Trade.

The pilots beg me to call your attention to the fact that a notice has appeared in one of the local papers (the "Cardiff Times" of the 27th instant), signed by the Clerk of the Board, in which it is stated that application is about to be made to alter the 13th bye-law, the effect of which alteration would be to give the Board still greater and more tyrannical powers over the pilots; they, therefore, humbly request me to beg that the Board will permit them to be consulted on the subject.

The pilots also seriously complain of the constitution of the members of the present Board, many of whom are directly interested in shipping matters; they also allege that members of the said Board make charges against them for breaches of the bye-laws, &c., and actually sit in judgment upon them afterwards.

In conclusion, permit me to say, that I shall be ready at all times to answer any questions, and give any information in my power with respect to the present matter.

I have, &c.
The Secretary, Board of Trade. (signed) *Thomas W. Stephens.*

Enclosure in No. 67.

To the Right Honourable *T. Milner Gibson*, M.P., President of the Board of Trade.

The humble Memorial of the undersigned, being Licensed Pilots belonging to the Port of *Cardiff*,

Showeth,

That since the passing of "The Bristol Channel Pilotage Act, 1861," your Memorialists have been under the immediate government of "The Cardiff Pilotage Board," which Board was formed under the authority of the said Act.

That since the formation of the said Board certain bye-laws and regulations for the government and payment of your Memorialists have been made, and which were on the 26th of April in this year duly sanctioned by Her Majesty in Council.

That from that time until the present your Memorialists, some of whom are pilots of twenty years' standing, have been working under the said bye-laws and regulations; but feeling aggrieved in the working thereof, your Memorialists (under the authority of the 336th section of the Merchant Shipping Act, part 5) humbly beg to submit their grievances to this honourable Board, having failed to obtain any redress from the said "Cardiff Pilotage Board."

That your Memorialists chiefly complain of the present rates of pilotage, which they humbly submit are not only lower than those of the other ports in the Bristol Channel, but are entirely inadequate for the support of your Memorialists and their families, particularly when it is considered (in order to carry out their duties) they are compelled to keep efficient "pilot-boats," which boats require to be properly manned, and are of necessity a constant expense to your Memorialists, and that this grievance is the more keenly felt in consequence of the number of additional pilots made by the said "Cardiff Pilotage Board," which additional pilots, in the opinion of your Memorialists, are made without due regard, and, in some cases, in opposition to the said bye-laws and regulations so adopted by the said Board.

That with reference to the lowness of the Cardiff pilotage rates, as compared with other ports, your Memorialists would point to the following facts:—

That a Bristol pilot taking charge of a vessel of "200 and under 300 tons" between Lundy Island and Cardiff Roads would be entitled to receive the sum of 4*l.* 7*s.* 6*d.*, whereas a Cardiff pilot having charge of a similar vessel between the same places, and whose duties would be the same, could only claim the sum of 2*l.* 10*s.*, and in case of a vessel being in ballast (which is generally the case), one-fifth less than the above sum (2*l.* 10*s.*) could only be claimed.

That at the port of Swansea a duly licensed pilot taking a vessel of "400 and under 450 tons" from the Mumble Roads into the harbour and out again into the Roads would be entitled to receive the gross sum of 4*l.* 10*s.* 6*d.*, whereas a Cardiff pilot for performing the same duties in the port of Cardiff could only claim the sum of 2*l.* 5*s.*

That your Memorialists complain that pilots are made by the said "Cardiff Pilotage Board" very hastily and without a fair consideration for the interests of the old pilots, and apparently without due regard to the seventh bye-law so adopted by the said Board, and to the fact that compulsory pilotage is no longer necessary.

That your Memorialists humbly pray that this honourable Board will be pleased to take their grievances into consideration, fearing that if the present low rates of pilotage continue, your Memorialists will be unable to maintain themselves and families, to save any money to meet contingencies so likely to occur in their hazardous employ, and that they ultimately will be compelled from necessity to dispose of their boats.

And your Memorialists will ever pray.

(signed) *John Harris*,
and 40 other Channel Pilots.

William Phillips,
and 13 other Port Pilots.

No. 68.

(No. 14,344.)

The Secretary, Board of Trade, to the Secretary, Pilotage Board, Cardiff.

Board of Trade, Whitehall,
2 January 1863.

Sir,

I AM directed by the Lords of the Committee of Privy Council for Trade to enclose, to be laid before the Pilotage Board of Cardiff, the accompanying copy of a Memorial which their Lordships have received from the pilots of Cardiff, complaining of the effect of the alterations affecting rates which were introduced

Enclosure in No. 67.

duced by the recent pilotage bye-laws; and I am to request that you will move the Board to furnish their Lordships with any remarks they may have to offer on the subject.

I am, &c.

The Secretary, Pilotage Board, Cardiff.

(signed) *T. H. Farrer.*

No. 69.

(No. 2,260.)

The Town Clerk of Cardiff to the Secretary, Board of Trade.

Sir, Cardiff, 16 February 1863.

THE Cardiff Pilotage Board have had under their consideration your letter of the 2d ultimo, enclosing copy of a Memorial from the pilots, complaining of the effect of the alterations in rates under the recent pilotage bye-laws. Before sending a reply to your letter, the Board were anxious to know the earnings of the several pilots; and a Tabular Statement has accordingly been prepared, showing what these amount to. I enclose the statement, for their Lordships' consideration, with a note thereunder, from the clerk and collector.

The more active men, it will be seen, earn 300 *l.* per annum; and when they are all supplied, as the Board trust will soon be the case, with improved boats, fit to navigate the lower part of the Channel, the Board believe those earnings will be much more than they are at present. The Board are most anxious to assist the pilots in any way they can consistently with the interests of the public; but they do not see that any case is made out for increasing the pilotage charges.

As to the paragraph in the Memorial, "that in some instances pilots are made without due regard, and in some cases in opposition to the said bye-laws," the Board think it only necessary to say that it is contrary to the fact.

The Board trust, after this explanation, that the amended bye-laws will be sanctioned by their Lordships.

I am, &c.

(signed) *Ben. Matthews,*

The Secretary, Board of Trade. Town Clerk.

Enclosure in No 69.

STATEMENT of Amounts earned by Pilots from Date of receiving License.

NO.	NAME OF PILOT.	DATE OF LICENSE.	£.	s.	d.
	CHANNEL PILOTS:				
1	John Harris	1 June to 30 May	2	11	–
2	William Jones	1 June to 31 December	120	9	10
3	John Davies	Ditto - - ditto	114	7	8
4	David Roberts	Ditto - - ditto	176	2	4
5	David Morse	Ditto - - ditto	145	1	4
6	Elias Morgan	Ditto - - ditto	90	12	8
7	John Tamplin	29 May to 31 December	160	3	8
8	John Wright	1 June to 31 December	162	18	8
9	William Morgan	Ditto - - ditto	151	13	6
10	William Richards	Ditto - - ditto	153	14	4
11	William Morgan	Ditto - - ditto	124	3	5
12	Edward Head	Ditto - - ditto	57	8	2
13	John Roberts	Ditto - - ditto	72	–	2
14	John Howe	Ditto - - ditto	167	–	8
15	Thomas Head	Ditto - - ditto	123	17	6
16	David Julian	Ditto - - ditto	95	10	–
17	William Allen	Ditto - - ditto	95	13	6
18	David Samuel	Ditto - - ditto	112	5	3

NO.	NAME OF PILOT.	DATE OF LICENSE.	£.	s.	d.
	Channel Pilots—*continued.*				
19	Benjamin Morgan	1 June to 31 December	52	13	–
20	Zachariah White	Ditto - - ditto	142	4	–
21	Thomas Lewis	Ditto - - ditto	123	4	6
22	Thomas Thomas	Ditto - - ditto	95	9	2
23	W. A. H. Harvey	Ditto - - ditto	104	4	9
24	David Owen	Ditto - - ditto	103	8	5
25	Edward Kempthorne	Ditto - - ditto	59	10	8
26	Peter Evans	Ditto - - ditto	179	12	4
27	Evan Jones	Ditto - - ditto	115	2	10
28	John Davies (suspended 1 month)	Ditto - - ditto	130	19	7
29	Benjamin Morgan	30 August to 31 December	57	10	2
30	Matthew Purnell	8 September to 31 December	33	11	–
31	Thomas Steele (This pilot has been ill for some time).	24 September to 6 November	15	15	10
32	Henry Tucker	1 June to 31 December	119	6	4
34	Thomas Thomas	26 September to 13 December	37	1	2
35	J. W. Matthews	26 September to 31 December	32	15	4
36	Thomas Morse	25 September to 31 October	10	13	6
37	J. N. Symons	4 October to 31 November	35	16	8
38	Horatio Davies	16 October to 31 December	60	3	10
39	John Steele	24 October to 31 December	54	7	6
40	James Tamplin	Ditto - - ditto	44	11	6
41	Richard Scudamore	16 June to 31 December	100	19	5
42	William Grimes	21 December to 31 December	3	16	6
43	Thomas Thomas	21 December	—		
44	Dennis Denman	Ditto	—		
45	Andrew Harvey	Ditto	—		
	Port Pilots:				
1	William Phillips	4 June to 31 December	90	10	1
2	John Bowen	Ditto - - ditto	110	15	6
3	David Williams	Ditto - - ditto	81	5	10
4	James Parry	Ditto - - ditto	17	3	–
5	Nil.	—	—		
6	Samuel Griffiths	4 June to 31 December	27	17	6
7	John Davies	Ditto - - ditto	52	7	2
8	William Evans	Ditto - - ditto	86	19	4
9	Llewellen Francis	Ditto - - ditto	103	–	6
10	Nil	—	—		
11	James Reymond	29 December to 31 December	1	6	–
13	Richard Wright	15 December to 31 December	2	15	–
14	Nil	—	—		
15	Edward Owen	30 September to 31 December	29	16	–
16	H. Harris	11 June to 31 December	61	6	8
17	J. Aubrey	17 June to 31 December	38	3	2
18	R. P. Lloyd	Ditto - - ditto	54	17	–
19	J. Morgan	Ditto - - ditto	133	19	4
20	William Owen	8 September to 31 December	55	19	3
21	James Jones	10 September 1862 to 31 December	50	4	–
22	David Evans	29 August 1862 to 31 December	48	19	6

Remarks.—There is very little up-channel pilotage included in these amounts, as the Channel pilots have not proper boats to remain in the Channel seeking vessels at present, the majority of the ships being brought up Channel by Bristol pilots.

(signed) *J. Jones,*
Clerk and Collector.

No. 70.

(No. 2260.)

The Secretary, Board of Trade, to the Secretary, Pilotage Board, Cardiff.

Sir,

Board of Trade, Whitehall,
25 February 1863.

I am directed by the Lords of the Committee of Privy Council for Trade to acknowledge the receipt of your letter of the 16th instant, enclosing, with reference to the Memorial forwarded to you on the 2d ultimo, a Tabular Statement, showing the earnings of the Cardiff pilots, since the recent pilotage bye-laws have been in operation; and I am to request you will state to the Pilotage

Pilotage Board that my Lords, as at present advised, see no reason for interference in the rates at present leviable, and have informed the Memorialists accordingly.

I am also to request that you will state whether the proposed amendment of bye-law 13 has been published, as required by the Merchant Shipping Act, 1854, and pointed out in my letter of 10th December last.

On learning that these requirements have been complied with, my Lords will take the usual steps for submitting a draft Order in Council for Her Majesty's approval.

I am, &c.
(signed) *T. H. Farrer.*

The Secretary, Pilotage Board,
Cardiff.

No. 71.

(No. 2260.)

The Secretary, Board of Trade, to Mr. *Stephens.*

Board of Trade, Whitehall,
24 February 1863.

Sir,

I AM directed by the Lords of the Committee of Privy Council for Trade to acknowledge the receipt of your letter of the 29th December last, in which you enclose a Memorial from the Cardiff pilots, complaining of the hardships to which they are subjected in consequence of the alterations in the pilotage rates introduced by the recent pilotage bye-laws, and call attention to the anticipated injurious effect of a further alteration in bye-law 13, which the Pilotage Board intend to apply for.

In reply, I am to acquaint you, for the information of the Memorialists, that their Lordships have been in communication on the subject with the Cardiff Pilotage Board, from whom they have received a letter and tabular statement of the earnings of the Cardiff Pilots, a copy of which I enclose, and I am to remark that, as at present advised, my Lords see no reason for interference with the rates now leviable.

See No. 69.

I am to add, that my Lords fail to perceive in what way the proposed amendment of bye-law 13 can be prejudicial to the pilots.

I am, &c.
(signed) *T. H. Farrer.*

Thos. Stephens, Esq., Cardiff.

No. 72.

(No. 3484.)

Mr. *Stephens* to the Secretary, Board of Trade.

Cardiff, 17 March 1863.

Sir,

IN answer to your letter of the 24th of last month, written by the direction of the Lords of the Committee of Privy Council for Trade, I have to inform you that I have consulted with my clients upon your communication, and the copy of the tabular statement then sent.

In the first place I am instructed to deny the correctness of this statement, and I must particularly request their Lordships not to look upon or regard it as evidence correctly showing what the pilots have earned within the time there mentioned, for should their Lordships do so, they will be deceived, and my clients will be seriously prejudiced.

However, for the purpose of putting before their Lordships more clearly the case of those I represent, I will assume that the tabular statement is correct, and I will take the cases of the following pilots :

No. 5.—David Morse,
No. 9.—William Morgan,
No. 10.—William Richards,
No. 20.—Zacheriah White,
No. 26.—Peter Evans,

and these will service to illustrate all. With reference to the before-mentioned pilots, I enclose separate statements of account, which I believe truly shows the net earnings of these men.

I observe that the Town Clerk says, in his letter (referring to the Tabul a Statement) "the more active men it will be seen earn 300 *l.* per annum, and when they are all supplied, as the Board trust will soon be the case with improved boats fit to navigate the lower part of the Channel, the Board believe those earnings will be much more than they now are at present."

Now, I wish their Lordships to understand that this extract is perfectly correct except the 300 *l.* mentioned as the gross earnings of an active pilot; I am informed it cannot amount to this, but from the sum earned, whatever the amount, a considerable deduction must be made, or as I before observed, their Lordships will be deceived; admit, therefore, that a single pilot earns the gross sum of 250 *l.*, then the following deductions must be made:—

	£.	s.	d.	£.	s.	d.
Five per cent, retained by the Board - -	12	10	–	250	–	–
Crews' wages, viz., a man at 18 *s.* per week and another at 16 *s.* per week - -	88	8	–			
Insurance, say, for 100 *l.* only - - -	7	–	–			
Repairs, &c., during this period, at least -	15	–	–			
				122	18	–
			£.	127	2	–

Showing a balance of 127 *l.* 2 *s.* to maintain himself and family during the year, and to meet the usual wear and tear and any extraordinary expenses which are so likely to happen. I may here observe that a pilot's expenses for victualling will be considerably increased should he ever get a boat suitable for the Channel, for he must of necessity stop out longer at sea.

But this sum can only be earned, to quote the words of the Town Clerk, "with improved boats, fit to navigate the lower part of the Channel." Now, I have to inform their Lordships that I am told there is scarcely a pilot boat in the port suitable for the purpose, all the boats require improvement, and the lower part of the Channel is the place where they all should go to seek work; in nearly every case I am told new boats will be required, and these boats cannot be furnished complete for service under 350 *l.* at the very least; of this fact, I am myself able to speak.

With regard to the proposed alterations in the 13th Bye-law, I still think it arbitrary; as it originally stood, I think it more sensible, the intention being clear, viz., to keep pilots sober when on board vessels, and respectful to the captains; but "insolent language," "abusive language," and "unwarrantable conduct," all, I humbly submit, are mere matters of opinion; and if the Board have to exercise their own judgment in any or either of these cases, it appears to me that the poor pilot will have considerably the disadvantage:

> "That in the Captain's a mere choleric word
> Which in the Soldier is flat blasphemy."

But their Lordships will kindly consider that a pilot so offending is to be liable to a penalty not exceeding 10 *l.* for the first offence, and subsequently the Board can cancel his license and deprive him of the means of living; is not this giving too much power, considering that the charge will come from the Board, when the magistrates can now fine for drunkenness as well as obscene language. I can well understand a pilot being fined for not obeying legitimate orders, but I cannot see why abusive or insolent language, or unwarrantable conduct, crimes so difficult to discern, in fact almost a matter of opinion, should be punished so severely.

With reference to the paragraph in the Memorial, so easily disposed of by the Town Clerk in his letter, viz., "That in some instances, pilots are made without due regard, and in some instances in opposition, to the said bye-laws," I still assert the charge on behalf of the pilots, and I am instructed to say that the following men lately made pilots are all over the age, viz., Thomas Morse, David Owen, James Raymond, Robert Wright, James Jones, and Andrew Harvey; and I am instructed still to say that the 6th bye-law is not carried out in its integrity.

I enclose

I enclose you a memorial addressed to the Lords of the Committee of the Privy Council for Trade, signed by 29 merchants and shipowners. In conclusion, I beg to remind you that the daily expenses of a pilot must of necessity be considerably above that of the mechanic or labourer.

I have, &c.
(signed) *Thos. W. Stephens.*

To the Secretary, Board of Trade,
Whitehall.

Enclosure 1, in No. 72.

To the Lords of the Committee for Privy Council for Trade.

We, the undersigned merchants, shipowners, shipmasters, brokers, and tradesmen, carrying on business at the Bute Docks, in the port of Cardiff, in the county of Glamorgan, are of opinion that the pilotage rates lately issued by the Cardiff Pilotage Board, and now in force in this port, are insufficient for the purpose of maintaining an efficient staff of pilots, with boats and crews, suitable for navigating the Bristol Channel.

(signed) *Samuel Nash & Co.*, Merchants, &c.,
and 28 other Signatures.

Enclosure 2, in No. 72.

No. 9.—William Morgan.

	£.	s.	d.	£.	s.	d.
Received from 1st June to 31st December 1862, as per Tabular Statement				151	13	6
Five per cent. on that amount retained by the Board	7	11	–			
Paid Man's wages during that time, at 18*s.* per week	27	–	–			
„ Boy's wages during that time, at 16*s.* per week	24	–	–			
„ For paint for boat during that time	1	–	–			
„ For small boat	4	–	–			
„ Carpenter's bill during that time	10	–	–			
„ Painter's bill	–	3	6			
„ Blacksmith's bill	1	–	–			
„ Insurance of boat per annum, on 100 *l.*, at 7½ per cent.	7	11	6			
„ Sailmaker's bill	6	–	–			
„ For oil, rope, and turpentine for boat	5	–	–			
„ Assistant pilots, for taking vessels out in his name	1	17	–			
„ For damage to ships by him in that time	2	–	–			
				97	3	–
£.				54	10	–

This man has a wife and two children; rent, 9*s.* per week.

No. 20.—Z. White.

	£.	s.	d.	£.	s.	d.
Received, as per Tabular Statement				142	4	–
Paid Commission to pilotage clerk on this amount	7	–	–			
„ Seven months' wages, man and boy, 1 *l.* 10*s.* per week	42	–	–			
„ Insurance of boat, on 200 *l.*, at 7½ per cent.	8	13	2½			
„ Shipwright, for alteration and repairs	90	16	8			
„ Sailmaker, for sails and rope	12	–	–			
£.				160	9	10½

In this case, the payments and liabilities exceed the gross amount received.
This man has a wife and two children; rent, 10*s.* a week.

No. 26.—Peter Evans.

	£.	s.	d.	£.	s.	d.
Received, as per Tabular Statement				179	12	4
Retained by the Board, five per cent. on this amount	8	19	–			
Paid Messrs. Davies & Hains' account	26	10	–			
„ Messrs. T. Morgans & Sons	5	8	9			
„ Messrs. Batchelor, Brothers	1	10	–			
„ James James	5	–	–			
„ William Allen	4	10	–			
„ Man's wages, 30 weeks, at 1 *l.* per week	30	–	–			
„ Boy's wages, 30 weeks, at 15 *s.* per week	22	10	–			
				95	8	9
			£.	84	3	7

This man has a wife and two children; his rent, 10 *s.* a week.

No. 5.—David Morse.

	£.	s.	d.	£.	s.	d.
Received from 1st June to 31st December 1862, as mentioned in Tabular Statement				145	1	4
Five per cent. on this amount retained by the Board for collecting	7	5	–			
Paid crew from 1st June to 29th December 1862; 30 weeks:—						
Man's wages, at 18 *s.* per week	27	–	–			
Boy's wages, at 12 *s.* per week	18	–	–			
Sundry expenses paid on account of boat, for which he holds vouchers	22	7	3			
Assistant pilots during that period	2	10	3			
				77	2	3
Balance			£.	67	19	1

This man has a wife and 10 children, and pays 10 *s.* a week house-rent.

No. 11.—William Richards.

	£.	s.	d.	£.	s.	d.
Received, as per Tabular Statement				153	14	4
Five per cent. on this amount retained by the Board	£. 7	13	–			
Paid 30 weeks' wages:—						
Man, at 18 *s.* per week	27	–	–			
Boy, at 12 *s.* per week	18	–	–			
Insurance of boat, for 7 months, on 150 *l.*	6	3	8			
For repairs, oil, rope, &c., for boat	20	–	–			
				76	16	8
			£.	74	17	8

This man has a wife and four children; rent 10 *s.* per week.

No. 73.

(No. 3484.)

The Secretary, Board of Trade, to the Secretary, Pilotage Board, Cardiff.

Board of Trade, Whitehall,
25 March 1863.

Sir,

With reference to previous correspondence relative to the operation of the bye-laws regulating pilotage within the Cardiff district, I am directed by the Lords of the Committee of Privy Council for Trade to transmit for the consideration of the Cardiff Pilotage Board copy of a further letter and its enclosures, which my Lords have received from Mr. Stephens.

No. 72.

My Lords are disposed to think that most of the points raised in this communication are ones with which they have no power to interfere; but they think it right at the same time to call your attention to the alleged breach of the 6th bye-law respecting the age of persons appointed as pilots.

I am

I am to add, that before replying to Mr. Stephens, my Lords will be glad to receive any observations on his letter which the Pilotage Board may wish to offer.

I am, &c.
(signed) *T. H. Farrer.*

The Secretary, Pilotage Board,
Cardiff.

No. 74.

(No. 4493.)

Mr. *Jones* to the Secretary, Board of Trade.

Cardiff, Pilotage Office, Bute Dock, Cardiff,
9 April 1863.

Sir,

In reference to your letter of the 25th ult. (No. 3484), on the subject of further communications from the pilots of this port, alleging a breach of the 6th Bye-law respecting the age of persons appointed as pilots, I am directed by the Pilotage Board to inform you, that the six pilots named in the letter of Mr. Stephens were appointed under the authority of the amended bye-law sanctioned by Her Majesty in Council 19th July 1862, a copy of which Order in Council is herewith enclosed; and I am further to explain, that the said pilots were made on the 9th December 1862, and that no pilots for this port have been made under that bye-law since.

I am also directed to state, in reference to the earnings of the five pilots referred to in Mr. Stephens' letter to your Lordships, that it is inaccurate; for in most instances there are two pilots in one boat, consequently they do not require two men to work the boat, and the expenses have to be divided between the earnings of the two pilots, which will be illustrated by the enclosed account, being that of one of the pilots referred to by Mr. Stephens, and is copied from the office books, which shows the net earnings of each of them would be 224 *l.* per annum, after allowing the wages of two men to work the boat, which, as I have before stated, is unnecessary.

I have, &c.
(signed) *J. Jones,*
Pilot Master.

The Secretary, Board of Trade,
Whitehall.

Enclosure 1, in No. 74.

At the Court at Osborne House, Isle of Wight, the 19th day of July 1862.

Present:—The Queen's Most Excellent Majesty in Council.

Whereas, by the 333d Section of the Merchant Shipping Act, 1854, it is enacted that, subject to the provisions contained in the fifth part of that Act, "it shall be lawful for every pilotage authority, by bye-law made with the consent of Her Majesty, to make regulations for the government of the pilots licensed by them," and "to fix the terms and conditions of granting licenses to pilots and apprentices," and "to repeal or alter any bye-law made in exercise of the above powers, and to make a new bye-law in lieu thereof;"

And whereas one of the bye-laws (No. 6) of the Pilotage Board of the port of Cardiff duly made and sanctioned by Her Majesty, in pursuance of the above-recited Act provides that, "except as provided by the 24th Section of the Bristol Channel Pilotage Act, 1861, no person shall be appointed to act as a pilot unless he shall have served a regular apprenticeship for five years to a pilot in the waters of the district (under the jurisdiction of the Cardiff Pilotage Board), and have been at least two years in the over-sea trade, or shall have been engaged in the coasting trade of the Channel and district aforesaid, for not less than five years, and that no person shall be deemed eligible if less than 25 years, or more than 45 years old;"

And whereas the said Pilotage Board have submitted for Her Majesty's approval the amended Bye-laws, a copy of which is subjoined, to be substituted for the bye-law above recited;

And whereas, it has been made to appear to Her Majesty, that the object of the said amendment is reasonable and proper.

Now, therefore, Her Majesty, by virtue of the power vested in her by the said recited Act, and by and with the advice of her Privy Council, is pleased to approve of, and signify

Her consent to the substitution of the amended bye-law, so submitted as aforesaid for the said recited bye-law.

Bye-law above referred to.

No. 6. Except as provided by the 24th section of the Bristol Channel Pilotage Act, 1861, no person shall be appointed after the 1st day of January 1863 to act as a pilot, unless he shall have served a regular apprenticeship for five years to a pilot in the waters of the district (under the jurisdiction of the Cardiff Pilotage Board), and have been at least two years in the oversea trade, or shall have been engaged in the coasting trade of the channel and district aforesaid, for not less than five years, and no person shall be deemed eligible if less than 25 years, or more than 45 years old.

Enclosure 2, in No. 74.

Earnings from 4 July to 31 December 1862.

	£.	s.	d.	£.	s.	d.	
Peter Evans, 6 months				179	12	4	
Horatio Davis, 60 *l.* 0 *s.* 8 *d.* in 10 weeks, say				150	–	–	
				329	12	4	
Commission, 5 %				16	9	8	
			£.	313	2	8	
Deduct,—							
Paid Davis and Plane	26	10	–				
„ Morgan and Sons	5	8	9				
„ Batchelor Brothers	1	10	–				
„ James James	5	–	–				
„ W. Allen	4	10	–				
Man's wages, 4 July to 31 December, 26 weeks, 20 *s.*	26	–	–				
Boy's wages, 15 *s.*	19	10	–				
				88	8	9	
			£.	224	13	11	or
			£.	449	7	10	Per annum for two pilots in one boat.

(signed) *S. Jones*, Pilot Master.

No. 75.

(No. 4493.)

The Secretary, Board of Trade, to Mr. *Stephens*.

Board of Trade, Whitehall,
16 April 1863.

Sir,

I AM directed by the Lords of the Committee of Privy Council for Trade to
No. 72. acknowledge the receipt of your letter of the 17th ultimo,* with reference to former correspondence on the subject of pilotage in bye-law 13.

In reply, I am to acquaint you that, as regards the points raised by the correspondence in question, my Lords are not aware that they have any power to interfere, and that, even if they possessed such power, they see no reason for interfering with a system which has not yet had a fair trial.

As regards the alleged breach of the 6th bye-law, respecting the age of persons appointed as pilots, my Lords have been in communication with the Pilotage Board, and they are given to understand that the persons enumerated by you as exceeding the age prescribed by the bye-law, were appointed on the 9th December 1862, and consequently are not affected by the bye-law which takes its operation from 1st January 1863.

As regards bye-law 13, I am to state that the alterations therein have been sanctioned by Order in Council, and cannot now be modified.

I am, &c.

T. W. Stephens, Esq., Cardiff. (signed) *T. H. Farrer.*

No. 76.

(No. 4876.)

Mr. *Stephens* to the Secretary, Board of Trade.

Sir, Cardiff, 17 April 1863.

In reply to yours of the 16th instant, on behalf of the pilots, I beg to say I regret the decision which my Lords have come to.

I believe the 336th section of the 17 & 18 Vict. c. 104, gives "my Lords" full power to remedy any grievance; if not, it seems a pity that so much time should have been uselessly wasted in the correspondence on this matter.

I regret that "my Lords" appear to pass unnoticed the opinion of the 29 merchants and brokers, &c. who I say, without fear of contradiction, represent the chief part of the trade of this port, and I further take the liberty of stating that the opinion of these gentlemen is well worthy of notice. *See* Enclosure, in No. 72.

I beg also, with great respect, to say that had "my Lords" favoured me with a copy of the reply of the Cardiff Board, to my letter to you of the 17th ultimo, I should have been obliged, as I have reason to believe, from what has passed between some of the members of the Board and myself, that a great deal might have been advanced in reply.

I beg also to state that the general opinion in this port relative to the pilots is, that they are badly paid.

I am, &c.
(signed) *Thos. H. Stephens.*

The Secretary, Board of Trade.

No. 77.

(No. 1332.)

Mr. *Turner* to the Secretary, Board of Trade.

Sir, Glasgow, 27 January 1863.

I beg to send to you a memorial to the Board of Trade from the Pilot Board here, which you will have the goodness to submit to the Board.

I am, &c.
(signed) *A. Turner*,
Secretary.

The Secretary, Board of Trade,
London.

Enclosure in No. 77.

To the Right Honourable the President and other Commissioners of the Board of Trade, &c. &c. &c.

The Memorial of the Board for Licensing Pilots for navigating Vessels plying on the River and Frith of Clyde.

The memorialists, by the Clyde Navigation Act, 21 & 22 Vict. c. 149, s. 128, are constituted a Board "for Licensing Pilots for navigating Vessels plying in the River and Frith of Clyde, within a straight line drawn due east and west from the southernmost point of the Island of Little Cumbrae."

That by the said Act and the Acts therein recited, it is rendered compulsory to have a pilot on board of all vessels exceeding 60 tons burthen plying within the statutory jurisdiction of the Board; but your memorialists, taking into consideration the improvement in the navigation of the River Clyde, and the facilities now afforded by the towing of vessels by means of steam-tugs, are of opinion that it would be expedient to relax the compulsory provisions of the statute by extending the maximum tonnage of vessels not requiring pilots from 60 tons to 80 tons burthen, on condition that all such vessels shall be towed by steam up and down the Clyde.

That by the 39th section of "The Merchant Shipping Amendment Act, 1862," power is *inter alia* granted to the Board of Trade "to exempt the masters and owners of all ships, or of any class of ships, from being obliged to employ pilots in any pilotage district, or in any part of any pilotage district, or from being obliged to pay for pilots when not employing them in any district, or any part of any pilotage district, and to annex any terms or conditions to such exemptions."

That, under the authority thus conferred on the Board of Trade, your memorialists would respectfully propose that a Provisional Order should be made by your Honourable Board to the effect before mentioned, viz., that from and after the date when the Provisional Order shall be sanctioned by Parliament, in terms of the statute, no vessel navigating the Clyde between the bridge of Glasgow and the southernmost point of the Island of Little Cumbrae, of a burthen less than 80 tons, if towed by steam, shall be obliged (except at the desire or request of the master or owner) to employ or pay for a licensed pilot on board.

Signed by me, Chairman of, and as duly authorised by, the Pilot Board at Glasgow, this 27th day of January 1863.

Peter Clouston, Lord Provost.

No. 78.

(No. 1332.)

The Secretary, Board of Trade, to Mr. *Turner*.

Board of Trade, Whitehall,
9 February 1863.

Sir,

I AM directed by the Lords of the Committee of Privy Council for Trade to acknowledge the receipt of your letter of the 27th ultimo, transmitting a memorial from the Glasgow Pilot Board, praying for a Provisional Order under the 39th section of the Merchant Shipping Act Amendment Act, 1862, for the purpose of exempting vessels under 80 tons burthen, if towed by steam, when navigating between the Bridge at Glasgow and Little Cumbrae Island, from being obliged to employ and pay for a licensed pilot, except when desired or requested by master or owner.

I am to state that my Lords have received with satisfaction the intimation of the intention of the Pilot Board to modify the condition of compulsory pilotage in the Clyde; but they regret that the maximum tonnage has not been fixed at 100 tons, instead of 80 tons; and further, that the proposed exemption from compulsory pilotage has not been extended to all vessels, whether towed by steam or not; and their Lordships will be glad to learn that the Pilot Board are disposed to reconsider their proposal, and to adopt the above suggestion.

In any case I am to point out that it will be necessary (if it has not been already done) that the notice of application for a Provisional Order should be published in the manner prescribed in the 40th section of the Merchant Shipping Act Amendment Act, 1862.

My Lordships will wait the answer of the Pilotage Committee on both points, making known the intentions of the Pilot Board.

I am, &c.
(signed) *T. H. Farrer.*

A. Turner, Esq.,
Secretary, Clyde Navigation,
Glasgow.

No. 79.

(No. 2413.)

Mr. *Turner* to the Secretary, Board of Trade.

Town Clerk's Chambers, Glasgow,
19 February 1863.

Sir,

I HAVE submitted to the Pilot Board here your letter of the 9th instant, and I beg now to transmit to you an extract of a Minute of the Board on the subject, from which you will see they have adopted your recommendation with regard to the maximum tonnage of vessels.

We have not yet given notice of the Provisional Order, as required by the 40th section of the Merchant Shipping Act, 1862; but now that the general terms of the Provisional Order have been entertained by the Board of Trade, we shall take care to comply with the section of the Act referred to.

I am, &c.
(signed) *A. Turner.*

The Secretary, Board of Trade.

Enclosure in No. 79.

Extract from Minute of Meeting of Pilot Board held on 18 February 1863.

THERE was submitted and read the following letter from the Board of Trade (the letter from Board of Trade of the 9th instant is inserted), which letter, having been considered, the meeting resolve that the exemption formerly agreed upon shall extend to vessels of 100 tons burthen, in accordance with the views expressed in the letter above quoted; but under the proviso that such vessels (in respect of the narrow and intricate navigation of the river, and the many foreign and other vessels navigating the same, commanded by persons entirely unacquainted with the river, and the danger that might thereby be occasioned) shall be towed by steam tugs, having licensed pilots in charge of them, and that this exemption shall not apply to steamers of any description carrying passengers, the masters of which being required at present by the Merchant Shipping Act to be licensed pilots, or at least to have a licensed or qualified pilot on board, a regulation indispensable for the public safety with reference to so narrow a river as the Clyde, having so numerous and varied a class of steamers plying thereon.

Extracted from the Minutes of the Pilot Board, by

(signed) *A. Turner*, Secretary.

No. 80.

(No. 2413.)

The Secretary, Board of Trade, to Mr. *Turner*.

Sir, Board of Trade, Whitehall, 28 February 1863.

I AM directed by the Lords of the Committee of Privy Council for Trade to acknowledge the receipt of your letter of the 19th instant, enclosing extract from a minute of the Pilotage Board, adopting, with certain provisions, the recommendation contained in the letter from this department of the 9th instant, to the effect that the exemption from compulsory pilotage already proposed to be granted to vessels under 80 tons, if towed by steam, should be extended to vessels not exceeding 100 tons.

My Lords desire me now to acquaint you that they are prepared to proceed with the Provisional Order for giving effect to the proposed pilotage regulations; but before they can do so, it will be necessary that you should assure them that the requirements contained in section 40 of the Merchant Shipping Act Amendment Act, 1862, have been duly complied with.

A. Turner, Esq., Secretary, Clyde Navigation, Glasgow.

I am, &c.
(signed) *T. H. Farrer.*

No. 81.

(No. 7019.)

The Secretary, Board of Trade, to the Secretary to the Clyde Navigation Board.

Sir, Board of Trade, Whitehall, 15 July 1863.

I AM directed by the Lords of the Committee of Privy Council for Trade to acquaint you that they feel that it will be useless for them to proceed this Session with the Bill introduced into Parliament for the confirmation of the Provisional Order, as settled in the above case. There appears to be opposition to the other Order,* and at this period of the Session it would be impossible to get it through the Select Committees of the two Houses.

* Hartlepool.

As, however, it appears that the object contemplated by the proposed Provisional Order can be effected by a bye-law, to be approved by Her Majesty in Council, under the 332d section of the Merchant Shipping Act, my Lords have caused the accompanying draft bye-law to be prepared, and if the Pilotage Board approve and return it, will take the usual steps for its being submitted to Her Majesty at the next Council.

The Secretary, Clyde Navigation Board, Glasgow.

I am, &c.
(signed) *T. H. Farrer.*

The following Order in Council received the approval of Her Majesty.

No. 82.

ORDER IN COUNCIL.

At the Court at Windsor, the 12th day of September 1863.

Present,—The Queen's Most Excellent Majesty in Council.

WHEREAS by the 332d section of the Merchant Shipping Act, 1854, it is enacted that it shall be lawful for any pilotage authority by bye-law, made with the consent of Her Majesty in Council, to exempt the masters of any ships, or of any classes of ships, from being compelled to employ qualified pilots, and to annex any terms or conditions to such exemptions, and to revise and extend any exemptions now existing, by virtue of this Act, or any other Act of Parliament, law or charter, or by usage, upon such terms and conditions and in such manner as may appear desirable to such authority.

And whereas by the 136th section of the Clyde Navigation Consolidation Act, 1858, it was (among other things) provided that it should not be lawful for any person to navigate without a pilot, or for any person except the pilots licensed by the then existing pilotage authorities, or by the Pilot Board, as therein provided, to act in piloting any vessel exceeding 60 tons burthen in any part of the River Clyde, as defined by that Act; and that every person navigating or piloting or attempting to navigate or pilot any vessel exceeding the said burthen in any part of the river, without being so licensed, should be liable to the penalty therein mentioned; and whereas the Pilot Board, constituted by the Clyde Navigation Consolidation Act, 1858, being the pilotage authority for the River Clyde within the meaning of the first-recited Act, have made and submitted to Her Majesty in Council a bye-law, a copy of which is set forth in the schedule hereunto annexed; and whereas it has been made to appear to Her Majesty that the said bye-law is reasonable and proper:

Now, therefore, Her Majesty by virtue of the power vested in Her by the said first-recited Act, and by and with the advice of Her Privy Council, is pleased to approve of, and doth hereby approve of, and signify Her consent to the said bye-law as a bye-law of the said Pilot Board, with respect to the piloting of vessels in the River Clyde.

SCHEDULE to which the foregoing Order refers.

FROM and after the expiration of one calendar month next after the publication in the "London Gazette" of the Order signifying the consent of Her Majesty in Council to this bye-law, notwithstanding anything in section 136, or any other provision of the Clyde Navigation Consolidation Act, 1858, contained, the master or owner of any vessel of the registered tonnage burthen of more than 60 but less than 100 tons, navigating the River Clyde, and being towed or hauled by steam power, shall be exempt from being obliged to employ or have on board a licensed pilot, or to pay for a licensed pilot when not employing one: Provided always, that the towing-vessel or steam-tug shall be in charge of, or navigated by, a duly licensed pilot for the River Clyde: And provided further that nothing herein contained shall authorise or imply any right of exemption in favour of vessels exceeding the said registered tonnage or burthen to employ and pay a licensed pilot on board when navigating or plying upon the said river, in the terms of, and in so far as required by, the said Clyde Navigation Consolidation Act, 1858.

The superannuation fund for the benefit of pilots and their families established by the Pilot Board under the authority of the Clyde Navigation Acts, and the bye-laws and regulations and rates of pilotage passed and fixed by that Board under or by virtue of the said Acts, shall all remain in full force and effect, so far as the same may not be directly or indirectly altered or verified by this bye-law.

No. 83.

(No. 1879.)

Mr. *John Percival* to the President of the Board of Trade.

Sir, Pill, Port of Bristol, 3 February 1863.

I AM induced to take the liberty of soliciting the favour to occupy a portion of your valuable time, from the fact of my not being entirely unknown to you, having had the honour to wait on you while in the service of the late lamented Earl Fitzhardinge, in whose employment on board his Lordship's yacht "Ecrienc," I was engaged for the space of eight years; since that I have been made a Bristol Channel pilot, and by my industry I have to be thankful for many advantages. I have a family to support, and the recent alterations in the Pilotage Act, 1861, seriously interferes with me in my endeavours to maintain them; I therefore beg to ask the favour of your opinion respecting the treatment I have received from the authorities at Newport, when I endeavoured to obtain a supplemental license to act in the water of that port. I must refer you to the provisions made in the 24th and 25th sections of the Act, 1861, which affords privileges to the Bristol pilots to obtain supplemental licenses to work in their creeks, provided application be made in accordance with the requirements of the law. I humbly beg to call your attention to the enclosed copy of correspondence between them and the Newport Board, and to ask whether you consider it a proper application. In consequence of the same being made, I put myself in communication with the authorities, and went before the committee appointed by the Newport Board. I was refused to be examined, because I would not give up the license I hold from the Corporation of Bristol, and the supplemental license I have obtained from Cardiff. They contend that the Bristol pilots have not given proper notice; this question I earnestly, but humbly, request your opinion upon, which will be most cordially and thankfully received by myself and brother pilots, who I may add can with confidence refer you, sir, to their past efforts to ensure the safety of the mariner, and the interest of the shipowner. We have a competent body of men, about 75 in number, with pilot-boats fit to contend with any sort of weather, and ready at any time to render assistance. Since the law of 1861 has come into operation, we can but barely meet our expenses, therefore, I humbly beg to ask (if we are deprived of our old rights in Newport, Cardiff, and Gloucester), that you will give us your valuable aid to secure what the law has left us.

I am, &c.
(signed) *John Percival.*

To the Right Hon. Mr. Milner Gibson.

Enclosure 1, in No. 83.

Sir, Pilotage Office, Newport, Monmouthshire, 2 July 1862.

IN reply to your note of the 1st instant, I am directed by the Commissioners of Pilotage of this port to acquaint you that no authorised application has reached them from the Bristol pilots; if, however, they present themselves at office on the first Wednesday in August, bringing with them the licenses they now hold for the Port of Bristol, the Commissioner will be prepared to enter upon the necessary examination.

I am, &c.
(signed) *John Phillips,*
Clerk to Commissioner.

Mr. John Carey.

Enclosure 2, in No. 83.

Sir, Pill, 3 July 1862.

IN consequence of the meaning of the letter received by Mr. Carey this morning, which has been handed to me, I must remind you that on the 18th of April 1862, I forwarded a list of the Bristol Channel pilots who wished to make application to be examined as to their qualifications to pilot vessels in the district of Newport; I now make an application

on their behalf, with their sanction, in accordance with the meaning of the 24th section of the Act relating to Pilotage, 1861. I wish the favour of an answer to the question, "Are the Bristol Channel pilots, who seek a supplemental license from your Board, required to relinquish the authority they have from the Corporation of Bristol previous to your granting them a license to act in the waters of Newport district?" your favour per return will oblige,

Yours, &c.

Mr. J. Phillips. (signed) *William Selway.*

P.S.—Fearing I shall not be at home when your answer arrives, I wish you to forward the same to Mr. J. Carey.

Enclosure 3, in No. 83.

Sir, Pilotage Office, Newport, 7 July 1862.

In reply to the letter of Mr. William Selway, dated the 3d instant, I have to state the subject referred to therein will be brought before our Pilotage Board at the August meeting; I may, however, remark, the Board has under the 23d section of the Bristol Channel Pilotage Act, 1861, already appointed as many pilots as they deem necessary for this district.

I am, &c.

Mr. John Carey. (signed) *J. Phillips,*
Clerk to Commissioners.

No. 84.

(No. 1879.)

The Secretary, Board of Trade, to the Clerk to the Pilotage Commissioners, Newport.

Board of Trade, Whitehall,

Sir, 14 February 1863.

No. 88. I am directed by the Lords of the Committee of Privy Council for Trade, to enclose copy of letter and its enclosures, which my Lords have received from Mr. Percival on the subject of the alleged refusal of the Newport Pilotage Board to grant him a supplemental license; and I am to request that their Lordships may be furnished with any observations thereon which the Board may wish to offer.

I am to add that, so far as my Lords can judge, the intention of the Act was to enable the existing Bristol pilots to pilot vessels in the minor ports without relinquishing their Bristol license; and that there appears to be no reason why a Bristol pilot applying within the time allowed, should not hold a license from all the minor ports, in addition to his Bristol license.

I am, &c.

The Clerk to the Pilotage Commissioners, Newport. (signed) *T. H. Farrer.*

No. 85.

(No. 3110.)

Mr. *J. S. Phillips* to the Secretary, Board of Trade.

Pilotage Office, Newport, Monmouthshire,

Sir, 5 March 1863.

Having laid before the Pilotage Board of this port your letter of the 14th ultimo, together with the enclosures that accompanied it, I am directed in reply to state the facts of the case as briefly as possible.

1. On the 19th April 1862, a letter dated Pill, the 18th April, was received, having the names of 73 pilots attached thereto, copy of which is herewith enclosed, numbered

numbered 1. No answer was made to this letter, the Board naturally awaiting the application referred to in it.

2. The 2d July a letter from Mr. John Carey, dated Pill, the 1st July, was received, copy of which, together with my reply thereto, is herewith annexed, No. 2 and 3. In requiring the Bristol pilots to bring their licenses, it was only intended that they should do so, as a proof to the Board that they were entitled to supplemental licenses, under Clause 24 of the Bristol Channel Pilotage Act, 1861.

3. You will observe by reference to my letter of the 2d July 1862, that the first Wednesday in August was appointed for the examination of the Bristol pilots. The Pilotage Board of this port met on that day, but no pilots presented themselves for examination.

4. Another letter, dated the 7th September 1862, was received from Mr. John Carey, copy of which, and my reply thereto, is enclosed, numbered 4 and 5.

5. Nothing further was heard from the Bristol pilots until the 1st January 1863, when Mr. Percival applied for a supplemental license, which application the Board declined to accede to, on the grounds that the time for making such application had expired.

6. Taking the facts of the case into consideration, the Pilotage Board of Newport are of opinion that they have afforded every necessary facility to the Bristol pilots to enable them to obtain the supplemental licenses they were entitled to under the Act, but that they (the pilots) have failed to comply with the provisions of the same, and are not now entitled to such licenses.

I have, &c.
(signed) *John S. Phillips*,
Clerk to the Pilotage Board of Newport.

The Secretary to the Board of Trade.

Enclosure 1, in No. 85.

Sir, Pill, Port of Bristol, 18 April 1862.

We, whose names are subscribed below, and annexed, Bristol Channel Pilots, respectfully inform you that we intend making application to the Board of Commissioners of Pilotage at your port, in order to obtain the requisite qualification for piloting vessels in and out of your said port of Newport.

We remain, &c.
(signed) *William Cox*
(and 73 other signatures).

To Mr. J. Phillips,
Clerk to the Commissioners.

Enclosure 2, in No. 85.

Gentlemen, Marine Parade, Pill, 1 July 1862.

I am directed by the Bristol Channel pilots to ask when you will be able to examine them for a supplemental license to authorise them to act in your district.

I am desired to remind you that they have made their application.

I am, &c.
(signed) *John Carey.*

Newport Pilotage Board.

Enclosure 3, in No. 85.

Sir, Pilotage Office, Newport, 2 July 1862.

In reply to your note of the 1st instant, I am directed by the Commissioners of Pilotage of this port, to acquaint you that no authorised application has reached them from the Bristol pilots; if, however, they present themselves at this office on the first Wednesday in August, bringing with them the licenses they now hold for the port of Bristol, the Commissioners will be prepared to enter upon the necessary examinations.

I am, &c.
(signed) *John S. Phillips*,
Clerk to the Commissioners.

Mr. John Carey,
Pill, near Bristol.

Enclosure 4, in No. 85.

Sir, Marine Parade, Pill, 7 September 1862.

I AM requested by the Bristol Channel pilots to ask you to appoint a day for the purpose of examining them with the view of their obtaining supplemental licenses from your Board. You are aware that they have all of them made the necessary application required by the Pilotage Act, 1861. Your reply will oblige,

Yours, &c.
(signed) *John Carey.*

Mr. John Phillips,
Clerk to the Board.

Enclosure 5, in No. 85.

Sir, Pilotage Office, Newport, 1 October 1862.

I HAVE submitted your letter of the 7th ultimo to the Pilotage Board of this port, and am directed, in reply, to refer you to my letter of the 2d July last, and to inform you that the Board decline to examine any Bristol pilots, as they have not complied with the provisions of the Act of Parliament, nor appeared before this Board on the day appointed.

I am, &c.
(signed) *John S. Phillips,*
Clerk to the Commissioners.

Mr. John Carey,
Marine Parade, Pill, near Bristol.

No. 86.

(No. 3110.)

The Secretary, Board of Trade, to the Clerk to the Pilotage Board, Newport.

Sir, Board of Trade, Whitehall, 18 March 1863.

I AM directed by the Lords of the Committee of Privy Council for Trade to acknowledge the receipt of your letter of the 5th instant, with the enclosed copy of correspondence between the Newport Pilotage Board and the Bristol Channel Pilots.

I am to state to you that, after consideration of the case of the Bristol pilots, my Lords do not consider that they have been altogether fairly treated by the Newport Pilotage Board. Although, according to the strict construction of the Act of Parliament, the Newport Board may possibly be right in refusing now to examine the pilots, it appears to my Lords that the letter addressed to the Bristol pilots on the 7th July last (of which no mention is made in your letter of the 5th instant), was calculated to mislead them, for the intimation that the Newport Pilotage Board "had already appointed as many pilots as they deem necessary for this district," was sufficient to deter candidates from appearing at the examination fixed for the first Wednesday in August last.

My Lords are aware that they have no power to overrule the decision of the Newport Pilotage Board in this matter, but having taken an active part in promoting the establishment of the new Pilotage Board, and feeling that they are bound to protect the interest of the Bristol Channel pilots, whose rights were specially reserved by the Act of 1861, they have the less hesitation in expressing their opinion on the subject of the present representation of the Bristol pilots, and their hopes that the Newport Pilotage Board will reconsider their determination to refuse licenses to the pilots who had applied for examination previous to the time limited by the Act.

My Lords will defer communicating with the pilots till they hear from the Newport Board again.

I am, &c.
(signed) *T. H. Farrer.*

The Clerk to the Pilotage Board,
Newport.

No. 87.

(No. 4206.)

Mr. *J. S. Phillips* to the Secretary, Board of Trade.

Pilotage Office, Newport, Monmouthshire,
Sir, 1 April 1863.

I HAVE submitted your letter of the 18th March to the Pilotage Board of this port, and am directed in reply to inform you that they disclaim altogether any intention of evading the Act of Parliament, in reference to the rights of the Bristol pilots, and, as a proof thereof, I am directed to give notice to the Bristol pilots, through the haven master of the port of Bristol, that the Pilotage Board of this port will be prepared to examine such of the Bristol pilots as may present themselves at the Pilotage Office, Dock-street, Newport, on the 15th instant, at 11 o'clock, a.m.

In reference to your remark that no mention was made in my letter of the 5th March of a letter addressed by me to Mr. John Carey, dated 7th July 1862, the letter referred to having already been before their Lordships, a copy, indeed, having accompanied your letter of the 18th March, it was not deemed necessary to trouble my Lords with another copy, more particularly as the section referred to in it is not the one under which the Bristol pilots' rights are defined.

I am, &c.
(signed) *John S. Phillips,*
The Secretary, Board of Trade. Clerk to the Pilotage Board.

No. 88.

(No. 3110.)

The Secretary, Board of Trade, to Mr. *Percival.*

Sir, Board of Trade, Whitehall, 4 April 1863.

REFERRING to your letter of the 3d February last on the subject of the refusal of the Newport Pilot Board to examine you for a license to act as a pilot within the Newport district, I am directed by the Lords of the Committee of Privy Council for Trade to transmit to you, for the information of the Bristol Channel pilots, the accompanying extract from a letter from the Newport Pilot Board, dated the 1st instant.*

* *See* first paragraph of No. 87.

Mr. John Percival,
Bristol Channel Pilot,
Pill, Bristol.

I am, &c.
(signed) *T. H. Farrer.*

No. 89.

(H. 643.)

Mr. *W. Read* to the Lords of Committee of Privy Council for Trade.†

My Lords, Boston, 11 February 1864.

HAVING left the Boston pilot service (where I have been a pilot for 20 years), to take charge as master of the screw steamer "Speedwell," trading between this port and the port of Hull, my license as a Boston pilot has been cancelled, I therefore now make application to your Lordships for a certificate to pilot the vessel, of which I am now master, within the limits of the said port, the Boston Pilot Commissioners having ceased to grant certificates to masters of vessels. I beg to enclose, for your Lordships' perusal, testimonials as to sobriety and good conduct.

I am, &c.
(signed) *William Read,*
Mounts Bridge, Skirbeck, Boston.

† *See* Nos. 146 to 154, Parliamentary Paper 455, Sess. 1862, as to refusal of Boston Pilot Commissioners to examine masters and mates for pilotage certificates.

No. 90.

(H. 643.)

The Secretary, Board of Trade, to the Clerk to the Pilot and Harbour Commissioners, Boston.

Sir, Board of Trade, Whitehall, 19 March 1864.

I AM directed by the Lords of the Committee of Privy Council for Trade to acquaint you that an application has been made to this Board by Mr. Read, late a Boston pilot, for a certificate to enable him to pilot the vessel, of which he is now master, within the pilotage limits of the port of Boston; and in laying the case before the Harbour Commissioners of Boston, I am to request that you will move them to inform my Lords whether it is their intention to exercise the powers vested in them by the 340th section of the Merchant Shipping Act, 1854, and if not to state the reason.

I am, &c.
(signed) *T. H. Farrer.*

The Clerk to the Pilot and Harbour Commissioners, Boston.

No. 91.

(H. 1020.)

Mr. *G. York* to the Secretary, Board of Trade.

Sir, Boston, 3 May 1864.

ON the other side* I send you a copy of a resolution passed at a meeting of the Boston Pilot Commissioners, held last night, in reply to your letter addressed to them on the 19th March last.

* *See* Enclosure subjoined.

I am, &c.
(signed) *George York,*
Clerk to the Boston Pilot Commissioners.

The Secretary, Board of Trade.

Enclosure in No. 91.

At an adjourned Meeting of the Pilot Commissioners, holden at the Guild Hall, in Boston, on Monday the 2d day of May 1864.

PRESENT.—William Simonds, Esq., Mayor, Chairman, and 13 other Commissioners.

"THE clerk having read a letter from the Secretary of the Marine Department of the Board of Trade, of the 19th March last, requesting to know whether the Commissioners intend exercising the right of granting certificates to pilot ships or not, and particularly as to granting one to William Read (formery a pilot of this port), to enable him to pilot the vessel of which he is now master, unanimously resolved, on the motion of Mr. Joseph Wren, seconded by Mr. William Henry Lewin, that a certificate be granted, not only to William Read, the master of the steamer "Speedwell," to pilot his vessel within the limits of this port, free of all pilotage dues, but to all other applicants who produce satisfactory testimonials of sobriety and good conduct, and are found competent to pilot their respective vessels within the limits of this port, and that the clerk do forward a copy of this resolution to the Secretary of the Board of Trade."

Examined,

George York,
Clerk to the Boston Pilot Commissioners.

No. 92.

(H. 1020.)

The Secretary, Board of Trade, to Mr. *G. York.*

Board of Trade, Whitehall,
Sir, 9 May 1864.

I AM directed by the Lords of the Committee of Privy Council for Trade to acknowledge the receipt of your letter of the 3d instant, enclosing, with reference to this Board's letter of the 19th March last, copy of a resolution passed at a meeting of the Pilot Commissioners of Boston, held on the 2d instant, to the effect that a pilot's certificate should be granted to William Read, the master of the steamer "Speedwell," as well as to any other applicant who can produce satisfactory testimonials of sobriety and good conduct, and is found competent, and I am directed by my Lords to express to you their satisfaction with the resolution of the Pilot Commissioners.

George York, Esq.,
Clerk to the Pilotage Commissioners,
Boston.

I am, &c.
(signed) *James Booth.*

No. 93.

(H. 1020.)

The Secretary, Board of Trade, to Mr. *W. Read.*

Sir, Board of Trade, Whitehall, 9 May 1864.

WITH reference to your letter of the 11th of February, requesting this Board to grant you a pilot's certificate for the port of Boston, I am directed by the Lords of the Committee of Privy Council for Trade to acquaint you that since the receipt of your application the Pilot Commissioners of that port have informed my Lords that they have resolved to grant a pilotage certificate to yourself, as well as to any other applicant who may be found duly qualified, and possess the proper testimonial.

I am, &c.
(signed) *James Booth.*

Mr. William Read,
Master of the Steamer "Speedwell,"
Boston.

No. 94.

(H. 1488.)

Mr. *G. York* to the Secretary, Board of Trade.

Sir, Boston, 29 July 1864.

THE Boston Pilot Commissioners having determined upon again exercising the power vested in them by the 340th section of the Merchant Shipping Act, 1854, by granting certificates to masters of vessels to pilot their ships, free of pilotage charges, within the limits of this port, have requested me to ask my Lords what is the proper sum to charge for a certificate, and for renewing the same, as I find that under the 343d section of the said Act the fees are regulated by the Board of Trade.

There is a meeting of the Commissioners convened for Monday next, and as there are several applications for certificates, the Commissioners hope that my Lords will favour them with an early reply.

I am, &c.
(signed) *George York,*
Clerk to the Boston Pilot Commissioners.

The Secretary, Board of Trade.

No. 95.

(H. 1488.)

The Secretary, Board of Trade, to the Clerk to the Pilot Commissioners, Boston.

Sir, Board of Trade, Whitehall, 30 July 1864.

I AM directed by the Lords of the Committee of Privy Council for Trade to acknowledge the receipt of your letter of the 29th instant, stating that the Boston Pilot Commissioners have determined again to exercise the powers vested in them by the 340th section of the Merchant Shipping Act, 1854, of examining masters and mates for pilotage certificates. In reply to your question as to the proper sum to be charged for each certificate granted or hereafter renewed, I am to state to you that the 343d section of the above Act requires the pilotage authority to fix the amount of the fees, with the consent of the Board of Trade; and I am to request that you will inform my Lords what are the fees charged in the case of the pilots licensed by the Commissioners for the port of Boston, and what fees they propose to fix in the case of masters and mates for each certificate of pilotage granted, and for its renewal.

I am, &c.

The Clerk to the Pilotage Commissioners, Boston. (signed) *James Booth.*

No. 96.

(H. 1553.)

Mr. *G. York* to the Secretary, Board of Trade.

Sir, Boston, 10 August 1864.

IN compliance with the 343d section of the Merchant Shipping Act, 1854, the Boston Pilot Commissioners beg to submit the following charges for the approval of the Lords of the Committee of Privy Council for Trade, viz.:

	£.	s.	d.
For a license, authorising a person to act as a pilot to conduct vessels into and out of the port of Boston, including the registration thereof at the Custom-house	1	1	–
For a certificate enabling a master or mate of a vessel to pilot his ship within the limits of the said port, free of all pilotage dues	–	10	6
For every renewal of such last-mentioned certificates	–	5	–

The meeting of the Commissioners convened for the 1st instant was adjourned until Friday next, and they hope that my Lords will favour them with an early reply.

I am, &c.

The Secretary, Board of Trade. (signed) *George York*, Clerk to the Boston Pilot Commissioners.

No. 97.

(H. 1553.)

The Secretary, Board of Trade, to the Clerk to the Pilot Commissioners, Boston.

Board of Trade, Whitehall,

Sir, 17 August 1864.

I AM directed by the Lords of the Committee of Privy Council for Trade to acknowledge the receipt of your letter of the 10th instant, submitting for their Lordships' approval a scale of the fees which the Commissioners propose to fix in the case of certificates of pilotage granted or renewed by them to masters and mates; and I am to acquaint you, for the information of the Pilot Commissioners, that their Lordships see no objection to the proposed scale of fees.

I am, &c.

The Clerk to the Pilotage Commissioners, Boston. (signed) *T. H. Farrer.*

No. 98.

(H. 336.)

MEMORIAL of the Shipowners of Maryport.

To the Lords Committee of Privy Council for Trade.

The Humble Memorial of the Shipowners of *Maryport*,

Showeth,

THAT a large proportion of your memorialists' vessels trade constantly to the port of Dublin, and that the captains thereof have from long experience acquired a thorough and complete knowledge of the navigation of the pilotage district of that port.

That there exists at Dublin a local authority for the appointment and regulation of pilots within the jurisdiction assigned thereto, and that every time your memorialists' vessels come within the said jurisdiction, their respective captains are compelled againt their will to accept the services of certain pilots who are licensed and appointed by the said local authority.

That the charges levied upon your memorialists for such services are a grievous tax upon your memorialists, because your memorialists deem such services unnecessary and of no value, inasmuch as the licensed pilots do not possess any greater knowledge or skill than the captains of your memorialists.

Your memorialists therefore submit that in the exercise of the powers conferred upon your Lordships by "The Merchant Shipping Act Amendment Act, 1862," your Lordships would be pleased to make a provisional order for the better regulation of the Dublin pilotage, and exempt therein the masters and owners of all vessels trading to or from the said port of Dublin, from being compelled or obliged to take or employ against their will licensed pilots, within the pilotage limits of the said port of Dublin.

And your memorialists will ever pray, &c.

(signed) *Robert Ritson & Co.*,
Shipowners, Maryport,
And 68 other Signatures.

Mem.—A memorial in the same words was also received from the shipowners of Workington.

No. 99.

(H. 336.)

The Secretary, Board of Trade, to Messrs. *Robert Ritson & Co.*

Board of Trade, Whitehall,
16 February 1864.

Gentlemen,

I AM directed by the Lords of the Committee of Privy Council for Trade to acknowledge the receipt of the memorial of the shipowners of Maryport, praying for a provisional order for the better regulation of the Dublin pilotage; and with reference to the grievances set forth in the memorial, I am directed to call your attention to sect. 340 of "The Merchant Shipping Act, 1854," whereby provison is made for theexamination of masters and mates whomay apply to any pilotage authority for the purpose of obtaining certificates of pilotage within the limits of jurisdiction of such authority.

I am also to refer you to sect. 342 of the above Act, which empowers the Board of Trade to institute examinations of masters and mates for pilotage certificates, in the event of their applications to any pilotage authority for examination having been unreasonably refused.

In case, however, it should still be the opinion of the memorialists that the grievances of which they complain can be remedied by a provisional order under "The Merchant Shipping Act Amendment Act, 1862," rather than by the means above referred to, I am to refer you to the requirements of sects. 39 and 40 of the said Act, as to the manner in which application should be made to this department, and as to the notices to be given. I am also to point out to you, that it will be in the power of the Port of Dublin Corporation, under sect. 40 (rule 7) of the same Act, to have the Provisional Order referred to a Select Committee of either House of Parliament, as in the case of Private Bills.

I am, &c.
(signed) *T. H. Farrer.*

Messrs. Robert Ritson & Co., Shipowners,
Maryport.

P.S.—A reply to the above effect has been sent to a similar application for a Provisional Order from the shipowners of Workington.

No. 100.

(H. 336.)

Mr. *W. Dillon* to the Secretary, Board of Trade.

Sir, Workington, 17 February 1864.

I BEG to acknowledge your reply to a memorial from the shipowners of this port, for which I am much obliged, and which shall have our attention.

I am, &c.
pro James Alexander,
(signed) *William Dillon.*

The Secretary, Board of Trade.

No. 101.

(H. 1036.)

Mr. *J. S. Phillips* to the Secretary, Board of Trade.

Pilotage Office, Newport, Monmouth,
Sir, 5 May 1864.

I AM directed by the Commissioners of Pilotage of this port to signify to the Lords Commissioners of Privy Council for Trade, that after maturely considering the present state of the trade of this port, they are of opinion that the deduction of the one-third of the rate of pilotage for vessels in ballast and coasting vessels, as stated in the third page of the bye-laws (copy of which I send herewith) should be discontinued ; the Commissioners, therefore, most respectfully request that my Lords will be pleased to sanction the discontinuance of the said deduction.

I am, &c.
signed) *John S. Phillips,*
Clerk to the Commissioners.

The Secretary, Board of Trade.

Enclosure in No. 101.

BYE LAWS AND REGULATIONS.

1. EVERY licensed pilot employed in piloting vessels to or from the Port of Newport shall be paid the following Pilotage Rates, according to the registered tonnage of the vessel.

FOR LADEN VESSELS.

	If under 100 tons.	If 100 tons and under 200.	If 200 tons and under 300.	If 300 tons and under 400.	If 400 tons and under 500.	If 500 tons and under 600.	If 600 tons and under 800.	If 800 tons and under 1,000.	If 1,000 tons and upwards.
	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
Newport to Mouth of River Usk -	- 10 -	- 15 -	- 17 6	1 2 6	1 5 -	1 6 -	1 8 -	1 10 -	1 12 -
Newport to the Holmes or Cardiff Roads - -	- 13 -	1 - -	1 10 -	1 15 -	2 1 -	2 3 -	2 8 -	2 12 -	2 16 -

For all vessels actually engaged in the coasting trade of the United Kingdom, and vessels in ballast, the charges to be one-third less than the above.

No. 102.

(H. 1036.)

The Secretary, Board of Trade, to Mr. *J. S. Phillips.*

Sir, Board of Trade, Whitehall, 15 June 1864.

I AM directed by the Lords of the Committee of Privy Council for Trade to acknowledge the receipt of your letter of the 5th of May, stating that the Commissioners of Pilotage of Newport are of opinion that the deduction of the one-third of the rate of pilotage on vessels in ballast and coasting vessels, at present allowed at that harbour, should be discontinued, and requesting the sanction of this Board to the discontinuance of such deductions.

In reply, I am to draw the attention of the Pilotage Commissioners to the 333d section of "The Merchant Shipping Act, 1854," part 5 of which gives the pilotage authority of any port power to alter and reduce rates of pilotage, provided that no higher rates or prices be demanded than the rates and prices which might have been lawfully fixed or demanded by such pilotage authority under any Act of Parliament, charter, or custom in force immediately before the commencement of "The Merchant Shipping Act, 1854."

If the Pilotage Commissioners are satisfied that the proposed increase will not exceed the limit allowed by the section alluded to, I am to suggest that they should at once proceed to advertise the proposed change by publishing a notice of the proposed bye-laws once in the "Shipping Gazette," and twice at least in some local newspaper.

Copies of the local papers containing the advertisements should then be forwarded to this Board, together with the objections (if any) to the bye-laws that may be made by parties interested.

I am, &c.
(signed) *James Booth.*

John S. Phillips, Esq.,
Clerk to the Pilotage Commissioners,
Newport.

Mem.—A new bye-law was accordingly prepared and confirmed by Order in Council of 28th July.

No. 103.

(H. 1070.)

The Clerk to the Pilotage Commissioners, King's Lynn, to the Secretary, Board of Trade.

Sir, King's Lynn, 12 May 1864.

I SHALL feel greatly obliged if you will favour me with your opinion for the information of the Pilotage Commissioners of this port, as to whether they can legally grant a pilotage certificate under the 340th section of "The Merchant Shipping Act, 1854," to one of their own body.

I am, &c.
(signed) *J. O. Smetham,*
Clerk to the Commissioners.

The Secretary, Board of Trade.

No. 104.

(H. 100.)

The Secretary, Board of Trade, to the Pilotage Commissioners, King's Lynn.

Sir, Board of Trade, Whitehall, 19 May 1864.

I AM directed by the Lords of the Committee of Privy Council for Trade to acknowledge the receipt of your letter of the 12th instant, in which you inquire whether the Pilotage Commissioners of King's Lynn can legally grant a pilotage certificate under sect. 340 of "The Merchant Shipping Act, 1854," to one of their own body; and in reply, I am to state that it does not appear to my Lords that the circumstance that a person who applies for a certificate under the section in question is a member of the pilotage authority to which he applies would deprive him of the right to obtain a certificate, to which, if found competent, he would otherwise be entitled under that clause.

I am, &c.
(signed) *James Booth.*

The Clerk to the Pilotage Commissioners, King's Lynn.

No. 105

(H. 1391.)

Mr. *R. White* to the Secretary, Board of Trade.

Sir, Customs, Barnstaple, 6 July 1864.

THE foregoing* is forwarded for consideration and your instructions in the matter. With respect to the statement of Mr. Davis that he employs a pilot in and out of the harbour of Ilfracombe, I beg to call attention to the fact, that there are no regular pilots at Ilfracombe.

*ee Enclosure joined.

Respectfully submitted,
(signed) *R. White.*

The Secretary, Board of Trade.

Enclosure in No. 105.

Mr. *R. Gillham* to Mr. *White.*

Sir, Custom House, Ilfracombe, 5 July 1864.

I BEG to bring under your notice, for the information of the Board of Trade, should you see fit, that the steamer "Velindra" (28,149) of Bristol, Mr. David Davis, master, is intended to ply between Cardiff and this port with passengers weekly, during the months of July, August, and September, this year, and that it appeared from my inspection of the papers on board her, yesterday, that the master has no pilotage certificate to enable him to pilot the vessel between Ilfracombe and Cardiff, and only from Cardiff to Bristol; and on my calling the master's attention to it, he said he always employed a harbour pilot here to pilot his vessels in and out of the harbour; but as I am in doubt whether that will be held a compliance by the Board of Trade with the 354th section of "The Merchant Shipping Act, 1854," I have informed you of it.

I am, &c.
(signed) *R. Gillham,*
Principal Customs Officer.

R. White, Esq.,
Superintendent of Mercantile Marine, &c.,
Custom House, Barnstaple.

No. 106.

(H. 1391.)

The Secretary, Board of Trade, to the Town Clerk, Bristol.

Board of Trade, Whitehall, 22 July 1864.

I AM directed by the Lords of the Committee of Privy Council for Trade to request you to bring to the notice of the Town Council of Bristol, the accompanying copy of a letter from the Superintendent of Mercantile Marine at Barnstaple, inclosing a communication from the principal officer of customs at Ilfracombe, who reports that the master of the home trade passenger steamer "Velindra," of Bristol (No. 28,149), now plying between Cardiff and Ilfracombe, has a pilotage certificate under the 355th section of "The Merchant Shipping Act, 1854," between Cardiff and Bristol only, and raising the question whether the master is not liable to the obligation, under section 354 of that Act, to employ a qualified pilot for the waters at or near Ilfracombe.

"The Bristol Channel Pilotage Act, 1861," having constituted the Cardiff Pilotage Board the pilotage authority for the port of Cardiff, and waters leading thereto, while the harbour of Ilfracombe appears to continue within the pilotage district of the Town Council of Bristol, I am to request that the Town Council will favour my Lords with their views upon the case with reference to the requirements of the law in regard to the pilotage of the vessels in question, between and into and out of the two ports above mentioned.

I am, &c.
(signed) *James Booth.*

Mem.—A similar letter was sent to the Cardiff Pilotage Board.

No. 107.

(H. 1508.)

Mr. *Jones* to the Board of Trade.

Pilotage Office, Cardiff,
2 August 1864.

Honourable Sirs,

I HAVE the honour to inform you that your communication of 22d July (H. 1391), was this day laid before the Cardiff Pilotage Board, and that Captain Davies of the passenger steamer "Velindra," intended presenting himself at this office for the purpose of passing his examination, but was prevented by illness from so doing; as soon as he is sufficiently recovered from his indisposition, he will undergo the usual examination for the purpose of obtaining a pilotage certificate for that portion of the British Channel between Penarth Roads and Lundy Island.

I am, &c.
(signed) *J. Jones,*
Clerk and Collector.

To the
Honourable the Board of Trade.

No. 108.

(H. 1544.)

The Town Clerk of Bristol to the Secretary, Board of Trade.

Council House, Bristol, 18 August 1864.

Sir,

I SUBMITTED your letter of the 22d July last, with the enclosures, to the consideration of the pilotage authorities of Bristol; and, for the information of their Lordships, I am directed to forward to you a report from Captain Drew, the haven master, on the subject referred to.

I am, &c.
(signed) *Dan. Burges,*
Town Clerk.

The Secretary, Board of Trade.

Enclosure in No. 108.

(H. 1544.)

Haven Master's Office, Port of Bristol,
Shirehampton, 2 August 1864.

Dear Sir,

IN reply to your letter of the 26th July, I beg to inform you that I have perused the correspondence forwarded by you from my Lords of the Committee of Privy Council for Trade,

Trade, and Superintendent of Mercantile Marine at Barnstaple, but prior to which I have to acquaint you, that I had received an application from Captain Davies of the steamer "Velindra," to be examined for the lower portion of the Channel and the harbour of Ilfracombe.

The Bristol pilotage authorities, under the 47 Geo. 3, c. 33, retain the power of granting pilotage certificates for the Channel and to the ports therein, not especially provided for by any local Act; and the Pilotage Act of 1861 only applies to the ports of Cardiff, Newport, and Gloucester, and the waters leading thereto.

If, therefore, Captain Davies should pass his examination, in accordance with his application, I shall grant him a certificate as the examining officer appointed by the pilotage authorities of the port of Bristol.

I am, &c.
(signed) *John Drew*,
Haven Master.

Daniel Burges, Esq.
Town Clerk.

No. 109.

(H. 1592.)

The Secretary, Trinity House, to the Secretary, Board of Trade.

Sir, Trinity House, London, E. C., 17 August 1864.

I AM desired by the Elder Brethren to acquaint you, for the information of the Lords of the Committee of Privy Council for Trade, that frequent complaints having been made of the now common practice of pilots becoming owners of, or interested in, steam-tugs, as leading to an abuse of the employment of these vessels, to the demoralisation of the pilots themselves, and subjecting shipowners, in many cases, to heavy needless expenses; and the Elder Brethren having had the subject under their consideration, and believing the complaints which have been made to them to be well founded, and that a very strong objection exists on the part of the shipowners to a continuance of the practice, they propose to submit, for the approval of Her Majesty in Council, a bye-law containing regulations directed to check the evil complained of.

I herewith enclose a copy of the proposed bye-law, and I am to request that their Lordships will, in accordance with the 334th section of the Merchant Shipping Act, 1854, be pleased to prescribe the manner in which such bye-law shall be published before being submitted to Her Majesty in Council.

I have, &c.
(signed) *George Herbert*,
Assistant Secretary.

The Marine Secretary,
Board of Trade.

Enclosure in No. 109.

At the Court at the day of 186 .

Present:—The Queen's Most Excellent Majesty in Council.

WHEREAS by the 333d section of the "Merchant Shipping Act, 1854," it is enacted that, subject to the provisions contained in the fifth part of the Act, it shall be lawful for every pilotage authority, by bye-law, made with the consent of Her Majesty in Council, amongst other things, "to make regulations for the government of the pilots licensed by them, and for insuring their good conduct;" and also, "to fix the terms and conditions of granting licenses to pilots, and to make regulations for punishing any breach of such regulations committed by such pilots" as therein mentioned:

And whereas complaints have from time to time been made to the Corporation of Trinity House of Deptford Strond (being a pilotage authority within the said recited Act), that by reason of persons licensed by the said Corporation as pilots, being owners or part owners, or otherwise interested in steam-tugs or vessels used for towing ships and other vessels, the owners of ships and other vessels are frequently subjected to unnecessary charges and expenses, and the said Corporation have reason to believe that such complaints are well founded:

And whereas it has been deemed expedient that further regulations should be made for the government of the pilots licensed by the said Corporation, and for fixing the terms and conditions of granting licenses to pilots by the said Corporation:

And whereas the said Corporation have submitted for the consent of Her Majesty certain regulations for the purposes aforesaid which are hereunto annexed, and the said regulations appear to be reasonable and proper:

Now, therefore, Her Majesty, by virtue of the power vested in Her by the said recited Act, and by and with the advice of Her Privy Council, is pleased to approve and doth hereby approve of the said Regulations so submitted as aforesaid.

REGULATIONS.

REGULATIONS.

1. No person shall be licensed as a pilot for any district within the jurisdiction of the Corporation of Trinity House of Deptford Strond who shall be the owner or part owner of, or directly or indirectly interested in any steam-tug or other towing vessel used or employed for the purpose of towing ships or vessels within such jurisdiction, or in the profits or earnings of such tug or towing vessels, either as a shareholder in any company or otherwise.

2. Every person holding a license, or to whom a license shall be granted or renewed by the said Corporation to act as a pilot, shall whenever thereunto required by the said Corporation, make and subscribe a statutory declaration to the effect that he is not, at the time of making such declaration, and will not be, during the continuance of any license which shall be held by him, owner or part owner of, or directly or indirectly interested in any steam-tug or other towing vessel, or in the profits or earnings thereof, or directly or indirectly receive any benefit to be derived therefrom either as a shareholder in any company, or otherwise. The making and subscribing this declaration shall be hereafter one of the terms and conditions of granting and renewing licenses to pilots by the said Corporation.

3. Every pilot who shall make any false declaration to the effect aforesaid, or who shall at any time become the owner or part owner of, or otherwise directly or indirectly interested in any steam-tug or other towing vessel as aforesaid, or in the profits or emoluments thereof, contrary to the terms of the said declaration, shall for every such offence be liable to have his license withdrawn or suspended at the discretion of the said Corporation.

The above regulations shall come into operation as to all pilots at present holding licenses from the said Corporation, from and after the expiration of Six calendar months from the time of the passing of this Bye-law, and as to all persons to be hereafter licensed by the said Corporation, from the time of such licenses being granted.

No. 110.

(H. 1592.)

The Secretary, Board of Trade, to the Secretary, Trinity House.

Sir, Board of Trade, Whitehall, 29 August 1864.

I AM directed by the Lords of the Committee of Privy Council for Trade to acknowledge the receipt of your letter of the 17th instant, transmitting a copy of a proposed bye-law, prepared at the instance of the Trinity House, the object of which is to prevent pilots becoming owners of, or interested in, steam-tugs, and requesting this Board, in accordance with the 334th section of the Merchant Shipping Act, 1854, to prescribe the manner in which such bye-law should be published, before being transmitted to Her Majesty in Council.

In reply, I am directed by the Lords Committee of Privy Council for Trade to request that the Elder Brethren will have the goodness to inform this Board what the specific abuses are which the bye-law is intended to remedy, and in what manner they operate so as to cause needless expense to shipowners.

I am, &c.

The Secretary, Trinity House. (signed) *T. H. Farrer.*

No. 111.

(H. 1696.)

The Secretary, Trinity House, to the Secretary, Board of Trade.

Sir, Trinity House, London, 6 September 1864.

HAVING laid before the Elder Brethren your letter of the 29th ult., signifying the request of the Lords of the Committee of Privy Council for Trade to be informed what are the specific abuses which the bye-law to prevent pilots being owners of steam-tugs is intended to remedy, and in what manner they operate so as to cause needless expense to shipowners, I am directed to acquaint you, for the information of their Lordships, that this subject has been brought to the notice of the Elder Brethren by the General Shipowners' Society (copy of whose last letter is transmitted herewith) and they find, on inquiry, in relation thereto, that the circumstances detailed are fully borne out, that pilots bringing vessels into port induce the masters thereof to secure the services of

tugs in which the pilots themselves are interested, before the same are necessary; and that pilots, interested in tugs, when taking vessels outwards, often secure the employment of their vessels at higher rates than the masters would be required to pay for towage by other tugs, and also induce masters to continue the employment of them longer than is advantageous to the ship, thus subjecting shipowners to unnecessary charges and expenses. The Elder Brethren consider the evil so serious and so much on the increase, that it is imperative to take steps to put an end to it if possible.

The Elder Brethren will, therefore, be obliged by their Lordships signifying the manner in which the bye-law referred to should be published before being submitted to Her Majesty for assent.

I have, &c.

The Secretary, Board of Trade. (signed) *George Herbert*,
Assistant Secretary.

Enclosure in No. 111.

General Shipowners' Society,
12, St. Michael's Alley, Cornhill, London,
Sir, 22 June 1864.

THE Committee of the General Shipowners' Society have instructed me to request that you will again call the attention of the Elder Brethren of the Trinity House to the complaints made to them respecting the conduct of pilots receiving from steam-tug owners gratuities for the purpose of inducing them to secure the services of their vessels.

The Committee have also reason to believe that many of the pilots hold shares in several of the steam-tug companies, and this also operates against the shipowner. They would, therefore, respectfully submit that the Trinity House Corporation may require from their pilots such an engagement as shall be binding, to the effect that, in the event of their holding shares or becoming proprietors, either directly or indirectly, in any steam-tug company, they shall cease to act as the licensed pilots of the Corporation.

I have, &c.
(signed) *Wm. Bonar*,
P. H. Berthon, Esq., Trinity House. Secretary.

No. 112.

(H. 1696.)

The Secretary, Board of Trade, to the Secretary, Trinity House.

Sir, Board of Trade, Whitehall, 15 September 1864.

I AM directed by the Lords of the Committee of Privy Council for Trade to acknowledge the receipt of your letter of the 6th inst., and its enclosure, on the subject of the specific abuses which the bye-law (forwarded to the Board on the 17th ult.) to prevent pilots being owners of or interested in steam-tugs is intended to remedy, and I am to acquaint you, that upon learning that the regulations contained in the bye-law in question, have, according to the usual practice, been published in the "Shipping Gazette" twice in two consecutive weeks, and that no well-founded objections have been raised, the Board of Trade will take the usual steps for submitting the bye-law to Her Majesty in Council.

I am &c.

The Secretary, Trinity House. (signed) *T. H. Farrer.*

No. 113.

(H. 1868.)

PETITION of Licensed Pilots of the Trinity House of Deptford Strond.

To the Lords of the Committee of the Privy Council for Trade.

The humble Petition of the undersigned Licensed Pilots of the Trinity House of Deptford Strond.

Humbly sheweth,

THAT your petitioners have observed with alarm and regret an intimation in the "Shipping Gazette" of the 21st of September last, that it is proposed by the

the Trinity Corporation to submit for the consent of Her Majesty in Council, a bye-law for the purpose of preventing pilots from being or becoming owners or part owners of, or otherwise directly or indirectly interested in steam-tugs, and that it is proposed such bye-law shall come into operation as to pilots at present holding licenses at the expiration of six calendar months from the passing thereof.

Your petitioners' interests are likely to be very seriously prejudiced by such bye-law, and they have notified to the Trinity Corporation their objections thereto, and have petitioned the said Corporation against the same, and they now venture to appeal to your Lordships in the hope that your Lordships will be pleased to council Her Majesty to refuse her Royal assent to such bye-law, or otherwise will direct such alteration thereof as to your Lordships shall seem just.

Your petitioners are advised that it is at least doubtful whether the proposed bye-law is within the scope of the powers conferred upon the Trinity Corporation by any law, usage or statute, and that a measure can hardly be said to affect merely the governance and good conduct of licensed pilots, which would operate in reality as a confiscation of their property.

Assuming, however, that the said bye-law is within these powers, your petitioners humbly beg to represent to your Lordships, that, for a long series of years, your petitioners, not merely with a view to their own profit, but in order to secure a direct control over the masters and crews of steam towing vessels, to obtain a better regulated class of tugs, and to prevent monopoly, have from time to time, without objection or remonstrance, invested their earnings and capital in steam towing vessels, and in the main this practice has been attended with great advantage to shipowners and the public.

Your petitioners are aware that for a long time efforts have been systematically made by tug owners who are not pilots to impress the shipowners with a belief that they sustain unnecessary charges by reason of pilots being owners of steam-tugs, and the proposed bye-law has been framed in consequence of complaints to that effect made to the Trinity Board, but your petitioners deny that such assertion is well founded, and they say that all complaints (so far as your petitioners are aware) have been made *ex parte*, that no opportunity has been afforded to your petitioners to answer them, or deny the truth of the alleged facts, which your petitioners say are either wholly false or greatly exaggerated, and any malpractices which may have arisen might be easily remedied, without resorting to so stringent, and, to your petitioners, so ruinous a regulation as that proposed by the Trinity Corporation.

Your petitioners, therefore, humbly hope that your Lordships will not permit the said regulation to become law, without being perfectly satisfied by the most cogent evidence of its justice and necessity.

Should, however, your Lordships deem it desirable to prevent pilots from becoming tug owners, your petitioners pray that such prohibition be made prospectively only, and not against pilots at present interested in steam towing vessels, by which the great hardship, and as your petitioners venture to add, the grievous injustice, of compelling your petitioners suddenly to sacrifice the property they have been permitted to accumulate from year to year without remonstrance or objection would be avoided.

Your petitioners further humbly pray your Lordships, that in the event of your Lordships councilling Her Majesty to give her Royal assent to the proposed bye-law, your Lordships will be pleased so far to extend and enlarge the period before the same shall, as applying to pilots at present interested in steam towing vessels, come into operation, as to enable your petitioners gradually from year to year to dispose of their plant, without the ruinous loss which they must otherwise sustain, for your petitioners are convinced that arbitrarily to compel them to abandon their business and sell their tugs within a few months, would practically destroy the value of their property.

Humbly, therefore, we pray your Lordships to council Her Majesty not to assent to the said bye-law, or otherwise that your Lordships will be pleased so

to modify the same prior to the Royal assent being given thereto as, having regard to the interests of your petitioners, shall appear just and expedient to your Lordships.

And your petitioners as in duty bound will ever pray.

(signed) *Thomas Jones*, and 46 others.

A copy of the above Memorial was forwarded to the Trinity House for their observations.

No. 114.

The Secretary, Board of Trade, to the Secretary, Trinity House.

(H. 2010.) Board of Trade, Whitehall,
Sir, 15 November 1864.

With reference to the previous correspondence on the subject of a bye-law proposed by the Trinity House to prevent pilots from owning steam-tugs, I am directed by the Lords of the Committee of Privy Council for Trade to forward, for the consideration of the Elder Brethren, a copy of a memorial from certain shipowners in opposition to the proposed bye-law.

I am, &c.

The Secretary, Trinity House. (signed) *T. H. Farrer.*

Enclosure in No. 114.

(H. 2010.)

To the Lords of the Committee of the Privy Council for Trade.

We, the undersigned shipowners, beg respectfully to state that we do not consider the holding of shares in steam-tug companies by pilots in the Port of London at all inimical to our interests, but rather the reverse.

We are mainly indebted to the enterprise of the pilots in being provided with a good class of tugs in the Thames, and should they be deprived of such shares by the threatened bye-law, no doubt the wholesome competition that now exists would cease, and, as a a matter of course, imposition commence.

We also consider the threatened bye-law an interference with the liberty of the subject, and a violation of the laws of trade, which are supposed to be free.

We are of opinion that, should the pilots be deprived of their interest in steam-tugs we should have a strong monopoly to contend with, inasmuch as the business would be taken out of the hands of the many and left in the hands of a few, viz., the opposition tug owners who have been the most busy in this matter, and the most interested in promoting it.

(signed)

Richard and Henry Green	Shipowners	Blackwall.
Henry Green, junior	Shipowner	Blackwall.
Henry Wigram & Sons	Shipowners	Blackwall-yard.
Charles S. Dawson	Shipowner	Billiter-square, City.
W. Shepherd & Co.	Shipowners	Lime-street-square.
Teighe & Smith	Shipowners	Fenchurch-street.
Scrutton, Sons & Co.	Shipowners	Gracechurch-street.
Houlder Brothers & Co.	Shipowners	Leadenhall-street.
G. W. Thompson & Co.	Shipowners	Leadenhall-street.
George Duncan	Shipowner	East India Avenue.
John Timparey	Shipowner	3, White Lion-court, Cornhill.
Robertson & Co.	Shipowners	5, Newman's-court, Cornhill.
Holmes, Knevitt & Holmes	Shipowners	Sun-court, Cornhill.
Cavan, Lubbock & Co.	Shipowners	16, Leadenhall-street.
Fulcome & Mercer	Shipowners	Leadenhall-street.
Wattenbach, Hedgers & Co.	Shipowners	22, Great St. Helen's.
Douglas & Mills	Shipbrokers	23, Billiter-street, London.
Charles Walton & Co.	Shipowners	116, Fenchurch-street.
Stringer, Pembroke & Co	Shipbrokers	8, Austin Friars.
T. M. Mackay & Co.	Shipowners	7, Leadenhall-street.
Cloid, Routledge & Co.	Shipowners	124, Bishopsgate-street.
Thornton & Wests	-	Old Swan Wharf.
Charles Langley	Shipowner	Deptford.

No. 115.

The Secretary, Board of Trade, to the Secretary, Trinity House.

(H. 2010.) Board of Trade, Whitehall,
Sir, 16 November 1864.

With reference to the previous correspondence which has taken place on the subject of the bye-law which the Elder Brethren of the Trinity House have proposed to adopt, which prevents pilots owning steam-tugs, on the grounds that they are thus enabled and induced to put owners of vessels to expenses which they would not otherwise incur, I am directed by the Lords of the Committee of Privy Council for Trade to bring under the consideration of the Elder Brethren the following statements which have been made to the Board.

The London river pilots in remonstrating against this bye-law, on grounds which are now under the consideration of the Trinity House, allege that a practice exists amongst the Cinque Port pilots, which, if correctly described, is at least as as bad as the practice which the Trinity House seek to stop.

Inward pilots, as well as others, have for obvious reasons, a deduction made from their earnings, when the vessel is towed by steam; the owner has to pay the steam tug, and the pilot has less trouble and responsibility; but some of the Cinque Port pilots, it is alleged, make an arrangement with the tug owners that this deduction shall be paid to them by the tug owner; and this arrangement their influence with captains of inward-bound ships enables them to enforce. The captain, it must be remembered, is not only obliged to take a pilot, but has no choice amongst the pilots; he must take the one whose turn comes in rotation. The effect must be that the pilot, on the one hand, gets a rate of pilotage to which he is not entitled, and that the shipowner pays what the Trinity House have expressly intended to relieve him from; for the tug owner must, of course, charge the extra payment to the shipowner. Moreover, this practice seems to be clearly contrary to the spirit of the Merchant Shipping Act, section 358.

I am &c.
The Secretary, Trinity House. (signed) *T. H. Farrer.*

No. 116.

(H. 2043.)
The Pilot Committee, Gravesend, to Mr. *Eversfield.*

Dear Sir, Gravesend, Monday, 31 October 1864.

Fearing we did not in our deputation (which you kindly procured for us on Friday last) quite succeed in making your friend (the Right Honourable Milner Gibson) quite understand us (or rather to see through the nature of our grievance), we have with your permission ventured just to put the clauses or objections we have to the proposed Order in Council being granted, in writing, that at one glance he will be able to see through the whole.

And which, if you deem advisable and will kindly forward, with any remark you might like to suggest yourself on the same, we shall esteem it a great favour.

1st. We consider it very arbitrary and unjust, and quite against the constitution of this free country, that while it will partially ruin us, it will not be one step towards remedying the alleged complaints.

2d. There is nothing specified in our Act of Parliament, or on our licenses, which lead us to suppose that we are in any way amenable to the Trinity House beyond our duty, abilities and conduct.

Lastly. We have every desire to respect the Trinity House, and we respectfully add that if a deputation of pilots had been summoned by them, before the proposed Order in Council was mooted, we could from them have waited on the shipowners' society, (several of which are interested in tugs themselves, consequently must be quite cognizant and partially accessory to the abuses complained of), we could easily have convinced them that the confiscating our property would not lead to the suppression of the evil, and could also show to them that their interest is accelerated, and the chance of collision and damage materially lessened by pilots being interested in tugs.

We are, &c.
(signed) *The Pilot Committee.*

Mr. Eversfield.

PILOTAGE.

COPIES of MEMORIALS or REPRESENTATIONS to the BOARD of TRADE, having reference to the PILOTAGE JURISDICTION of the TRINITY HOUSE, from 1 January 1863 to the present Time; and, of MEMORIALS or REPRESENTATIONS having reference to Compulsory Pilotage, or to Restrictions on Pilotage Services, or the present System of Pilotage Rates, or the Mode of enforcing Payment thereof; together with the ANSWERS to such Memorials or Representations; &c.

(*Mr. Augustus Smith.*)

Ordered, by The House of Commons, *to be Printed,*
26 *July* 1864.

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